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25¢

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS

SHOES LOSE, ANGELS GIVE HELMETS HELL

EXCLUSIVE!

J.C. Agajanian and Motorcycle Racers, Inc. Reach Historic Agreement

Smiling and shaking hands at conclusion of successful conciliatory meeting are the Motorcycle Racers, Inc. Board of Directors and Ascot promoter J.C. Agajanian. From left, Myron Mills, MRI Board Chairman Bill Heins, C.R. Axtell, Gary Bray, MRI Secretary Jerry Crivello, J.C. Agajanian and Albert Gunter.

Motorcycle Racers, Inc. and promoter J.C. Agajanian have reached a tentative agreement for the 1968 motorcycle racing season at Ascot Park, pending AMA approval.

Common differences were ironed out, and a mutually satisfactory arrangement was arrived at. When consummated by the AMA, this agreement will afford Ascot professional riders the largest purses in history.

The most productive meeting to take place since negotiations began in February was held between promoter Agajanian and the Board of Directors of M.R.I. at the Red Vest Restaurant in Gardena, California on Tuesday, April 9, 1968.

During the meeting some revolutionary changes were decided upon to increase spectator enjoyment and promote the sport. Many innovations will be seen at Ascot during the 1968 season by old and new fans alike.

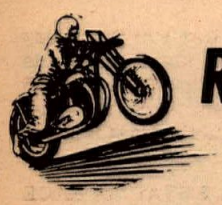
Due to the mediation period, a substitute program of B.C.R.A. midget race cars will take place Friday night April 12 at Ascot.

Watch Cycle News and your local general news media for future developments. Photo by Dennis Greene

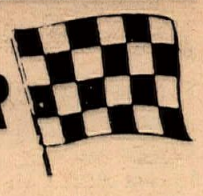
NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER



Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

APRIL 28 – 7 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK. Great Southern Development, 1446 Tully Road, N.E., Atlanta, Ga.–Hampton Downs–Entries from AMA or District Referee. Entries close April 7.

APRIL 28 – 90 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Tompkins, County MC, RFD 2, Route 13, Newfield, N.Y.–Entries from AMA or promoting club.

MAY 5 – 175 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Mid-West National Enduro Riders Assn., c/o Wm. Baird, Rt. 3, 1815 4th Ave., Sterling, Ill.–Illiana Speedway, Schererville, Ind.–Entries from AMA or promoting club.

MAY 19 – 13 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Richmond MC, Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.–Entries from AMA or District Referee. Entries close April 28.

MAY 19 – HARE & HOUND
NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah–Entries from AMA or promoting club.

MAY 26 – 12 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Pa.–Reading fairgrounds–Entries from AMA or District Referee. Entries closes May 5.

MAY 26 – 250 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209–Entries from AMA or promoting club.

JUNE 2 – 5 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich.–Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL
CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H.–Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL
CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT
NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash.–Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT
NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

AUGUST 4 – PROFESSIONAL
HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT
NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr.–Entries from AMA or District Referee. Entries Close July 21.

EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

LIGHTWEIGHT TT & SHORT TRACK RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc and 250cc classes in both TT and short track. Points, trophies and money. Starts at 8 p.m. every Friday night.

EVERY SATURDAY

ADELANTO TT SCRAMBLES TRACK, practice at Redding's 8/10-mile course on Hwy. 395 near Adelanto, Calif. $1.00 per rider, spectators $1.00 per carload. Call (213) 861-5189 for more info.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. 395 near Adelanto, Calif. 0-250cc practice at 8:30 a.m., big bikes approx. 11:30 a.m. Admission $1.25 each person, $2.00 entry fee. Class C rubber. Call (213) 861-5189 for further info.

SATURDAY, APRIL 13th

THE SIDEHACK ASSN. wishes to announce that they have NO race scheduled for Sat. April 13. This was a printer's error on the Dist. 37 calendar. (See April 21 of Cycle News calendar.)

4th ANNUAL EASTER EGG HUNT sponsored by the Channel Riders M.C. AMA sanctioned. Start at Myer's Cycle Shop, 2859 N. Durfee, El Monte, Calif. Start opens 5:30 p.m., closes 7:30 p.m. Finish closes 9:30 p.m. BRING YOUR FLASHLIGHTS. Entry $1.75. Lots of trophies! Refreshments at start and finish. For additional information: Call 336-2182 after 6:30 p.m.

SUNDAY, APRIL 14th

THREE STAR AMA PROFESSIONAL TT RACE at Tri-City Raceway, West Richland, Wash. Presented by the Hill & Gully M.C. For further info contact John Rector at (509) 943-3391 or write Hill & Gully M.C., c/o Jack Cameron, 3403 W. Imnaha, Kennewick, Wash. 99336.

HARE SCRAMBLES by Marin County M/C Assoc. at San Rafael, Calif. Road will be limed from San Pedro turnoff of Fwy. 101 just north of San Rafael. Left at stop sign. Signup 9-11 a.m., race at noon, $1.00 to watch, $2.00 to ride. Rain or shine. Classes: 0-125 Nov.; 0-125 Am/Exp.; 126-250 Nov.; 126-250 Am/Exp.; 251-Open Nov.; 251-Open Am/Exp. For further info contact (415) 897-5901.

EASTER POKER RUN by Stockton M.C., Inc. Start at club house on Mariposa Rd. S. Stockton, 75/100 miles, gas on course, $1.50 per hand. Signup 9 to 11 a.m., refreshments at club. AMA sanc. Club membership cards will be required for man miles & club participation trophies.

EASTER EGG HUNT by Twin Wheelers M.C. of El Rio, Calif. for the Ventura Co. Crippled Children Benefit. Prizes, trophies, donation $2.00. Signup 11 a.m. to 1 p.m. Route limed from Hwy. 101 & Borchard Rd. Newbury Park, Calif., 2 miles west of Thousand Oaks, Calif. Refreshment stand at park. Open to all ages of riders and all types and sizes of motorcycles, scooters & mini-bikes. For more info contact Twin Wheelers, 2701 Alvarado St., El Rio, Cal. Phone 485-5201.

ARIZONA STATE TT SCRAMBLES CHAMPIONSHIP at Eastside Cycle Park in Tucson, Ariz. Practice 9 a.m. til noon. Calif. and Nev. riders welcome. 1/2 mile graded and oiled track with 3 jumps. Refreshments, facilities, landing field, overnight camping. Wheelie contest. East of Tucson on Hwy. 80 to Wilmot, left to Old Vail Rd., right to course. Free "I TT'd in Tucson" T-shirts to out of state riders.

NOVICE-ONLY HARE SCRAMBLES presented by Greyhounds M.C. at the Ponderosa Inn, 15 miles east of Lancaster, Calif. on Ave. J. Trophies to 50% of entries, 10 a.m. start, four 8-mile loops. Dist. 37 Novice and Div. 3 (trail-bike) card holders only.

MONDAY, APRIL 15th

DIST. 36 REFEREE'S MEETING at Stockton M.C. clubrooms, Mariposa Rd., south of Hwy. 50 (Charter Way in Stockton, Cal.) Just south of Pock Lane. Bring your club delegates.

THURSDAY, APRIL 18th

DISTRICT 37 SPORTS COMMITTEE Referees' meeting for desert clubs at Poplar Street Playground, 8:30 p.m. Clubs throwing desert events are urged to have their referees attend.

SUNDAY, APRIL 21st

4th ANNUAL A.C.A. "CHALLENGER" ROAD RACE, Willow Springs International Raceway, Rosamond, Cal. All GP & Production classes, 50cc through Open plus Sidecars. Gen'l. admission $2.00, all children free. Pit gates open 8:00 a.m., practice 9:30, first event 12:30 p.m. Trophy presentation immediately following last event. Track located 11 miles north of Lancaster, turn left at Rosamond Blvd., go 5 miles to track. For info contact ACA, P.O. Box 247, Fullerton, Cal. or phone (714) 528-4290.

AFM NATIONAL MOTO-CROSS at Carlsbad, Calif. Jr. & Exp. 125-250-500-Open classes. Organized by Calif. Moto-Cross Club. Mail entry only to P.O. Box 391, Harobr City, Cal. 90701. Entries close April 16. Prize money in 250 & 500 Exp. classes. Signup opens 7:30 a.m., practice 10 a.m. Point events. General membership meeting to be held at 8 p.m. April 11 at Poplar St. Playground. Take Pasadena Fwy. to Figueroa offramp, left to Pepper St. (Adjacent to San Fernando Rd.)

MOTO-CROSS at Phelan, Calif. by 100's M.C. Limed from Hwy. 395 and Phelan Rd. Limited to 250cc and under; entry is $3.00. There will be three half-hour races. CANCELLED

14th ANNUAL SPORTSMAN SCRAMBLES by Capitol City M.C. of Sacramento Calif. At Helvetia Park on the road to Woodland, Cal. (Hwy. 16). Practice and signup 8 a.m. to 11 a.m. First race at noon.

MOTO-CROSS presented by Bushmasters M.C. near Beaumont, Calif. All classes; 5 bikes make a class. First race 10 a.m. Classes combined – 0-100cc; 101-250cc; 251-500/501-1000cc. Three races each class, ambulance standby, great for spectators. Take US 60-70-99 to Beaumont, Cal., take Beaumont Ave. offramp and follow the lime 2 miles south. Trophies to 20% of riders.

SCRAMBLES at Sprockets Park in Bakersfield, Calif. presented by the Bakersfield Sprockets. Signup closes at 11:30 a.m. with first race at noon.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Cali., by Lodi M.C. Signup 9 to 11 a.m. Race at noon. Admission $1.50 ride or watch. Running all classes, AMA sanc. For further info call 368-7182 in Lodi.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

NATIONAL CALENDAR OF EVENTS

SUNDAY, APRIL 21st

5th ANNUAL 49er ENDURO presented by Polka Dots M.C. Starts and finishes in Forest Hill, Cal., 21 miles northeast of Auburn. Entry fee $3.00, team entry $3.00, post entry $5.00. First rider out at 8:01 a.m., course less than 125 miles. (Nice, easy Sunday ride in the woods.) Spark arrestors and helmets absolutely required. Classes: Expert Class A, 0-125cc; 126-250cc; 251-Open. Novice Class B, 0-125cc; 126-250cc; 251-Open. Sidehack class too, if you're crazy enuff. Perpetual Sweepstakes trophy. Numbers assigned as received after drawing on March 19 at 7 p.m., 4555 Auburn Blvd., Sacramento, Cal. Entries close April 14. Post entry charged thereafter. For ino, entry write Polka Dots M.C., 86 Malone Ct., Sacramento, Cal. 95820 or call (916) 451-1845 or (916) 428-6110.

3rd ANNUAL BENEFIT RUN by Singing Wheels M.C. of San Diego for the Home of Guiding Hands for mentally retarded children in Lakeside, Cal. Donation $2.00 per person. Start at Chuck Holenda's M/C shop in El Cajon, Cal. Coffee and donuts, time 9-11 a.m. Los Angeles riders sign in 9-12 at check point, Hwy. 395 and Sunset, about 2 miles outside Escondido, Cal. Deadline 2:30 p.m. Field events, trophies, refreshments, fun. All proceeds go to the home. For information call 420-9702 in Chula Vista, Cal.

HALF-MILE AMA DIRT TRACK race at San Jose, Calif. Fairgrounds. Promoted by Barkhimer Assoc. Professional Nov., Am. and Exp. riders. First race at 2:15 p.m. Purse $900 with Main Event winner guaranteed overall winnings of $500.

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. Graded and surfaced 5/8-mile TT course, Class C traction. Gear high. Practice at 10 a.m., first race at noon. South on Interstate 5 to Main St. turnoff south of Chula Vista, Cal. Follow Otay Mesa Rd. and lime to track. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

AMA SPORTSMAN ROAD RACE at San Angelo, Texas. Presented by the Southwest M/C Racing Assoc. For more info on this and upcoming events, write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES by Sidehack Assn. Second annual Tri-Wheel Trails event. All classes (except hacks). Pick up lime or markers at intersection of Hwys. 395 and 58. Leave early for start at 10:30 a.m. Trail bikes 10:45 a.m. This is a snap course as it was laid out with sidecars and you know they're lazy. Dist. 37 points if you finish. We dare you, solos! Watch for poster.

TT SCRAMBLES presented by Orange County M.C. AMA point run. Big bikes only. First race ever at the new Saddleback Park track. Plenty of laps for each class. Spectators can view entire track from one point. Expert signup closes 8:30 a.m., practice 9 a.m. Amateur signup closes 10:30 a.m., practice 11 a.m. Novice signup closes 12:30 p.m., practice 1 p.m. $3.00 entry, $1.25 gate donation.

BIG DEAL POKER RUN by Oakland M.C., AMA sanc. Approx. 100 miles of scenic all pavement course. Signup 9 a.m., starts at 11 a.m., rain or shine, from 36th & San Pablo in Oakland, Calif. Entry fee $1.50, free bean feed, nice trophies (1-2-3 Lowball and Club Man Miles).

SCRAMBLES presented by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Further info on this and other races in the area may be obtained by writing Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

TT SCRAMBLES presented by 13 Rebels M.C. at Perris track, 1-1/2 miles southwest of Perris, Calif., off Hwy. 74. AMA point event. Practice at 8 a.m., first race 9 a.m. Come one, come all, you'll be taken care of. $2.00 entry, $1.00 donation to watch. All classes. For further info call Barney at (213) 771-2539.

LITTLE LEAGUE BENEFIT SCRAMBLES by King City Wheelers M.C. of King City, Calif. has been CANCELLED.

SUNDAY, APRIL 21st

SCRAMBLES by Ridge Runners M.C. at DeLaveaga Park in Santa Cruz, Calif. All new course with proceeds donated to Santa Cruz Recreation District. AMA sanc., Class C traction. Signup and practice 9 a.m. Race at noon. Good spectator areas and room for kids to play. Restrooms, ambulance, etc. For info call Ken Rogers (408) 475-7133.

BENEFIT SCRAMBLES at Santa Cruz, Calf., DeLaueaga Park, by Ridge Runners M.C. Limed from Hwy. 1 & Morrissey Blvd. in Santa Cruz. Signup 9 to 11 a.m. Races start at noon. All classes, District 36 rules. For further info call (408) 475-7145. AMA Sanc.

MOTO-CROSS by Bushmasters M.C. Take U.S. 60-70-99 to Beaumont, Calif., take Beaumont Ave. offramp and follow the lime 2 miles south. 10:00 a.m. start. Entry $3.25. All classes—5 makes a class.

POKER RUN presented by Oakland M.C. AMA sanc. Signup time 9-11:30 a.m. at Club Hall, 1116 36th St., corner of 36th and San Pablo Sts., Oakland, Calif. Entry fee $1.50. Free bean feed after run.

FRONTIER DAY & BUFFALO FEED at Calico Ghost Town, Calif. Presented by Dave Mason, Ed Kretz and Skip Fordyce. 12 to 2 p.m. Tickets on sale at all 3 stores: Mason Mtrs., 3360 E. Colorado, Pasadena, Cal.; Ed Kretz & Son, 417 E. Garvey, Monterey Park, Cal.; Skip Fordyce, 14th at Main, Riverside, Cal. All customers and friends are urged to get tickets early. Food is ordered by tickets sold and they anticipate no tickets available at Calico.

SUN. APRIL 21 & SUN. MAY 5th

TT SCRAMBLES by Oregon Sidewinders M.C. AMA sanc. 3 start Class C event. Race starts 1 p.m., riders entry $2.00, spectators $2.00. Also special exhibition events in 100cc & 175cc classes. Pit gate opens at noon. Race held at Oregon Sidewinders track on SE Lawnfield Rd., south of Portland near Clackamas, Oregon. Write Diane Seifert, Rt. 3, Box 290-C, Oregon City, Oregon 97045 for more info.

SAT. & SUN., APRIL 27 & 28th

FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by Pan-American Racing Assoc. at Sedan, Kansas. 100 miles each day, mud, rocks, forest paths. For more info contact Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218. Phone MU 3-6032.

SUNDAY, APRIL 28th

2nd ANNUAL SILVER STATE CLASSIC TT SCRAMBLES at Sunrise Speedway, Las Vegas, Nev. by Silver City Scramblers. AMA sanc. Dist. 37 point run. Practice starts 9 a.m., race time 10 a.m., sidehacks welcome. From Showboat Hotel take Boulder Hwy. to Vegas Valley Dr., left to track.

DIST. 37 CHAMPIONSHIP HARE SCRAMBLES presented by the Foothill Hawks M.C. Start time 10 a.m., three 32-mile loops. Entry fee $4.25. Limed from Wagon Wheel Cafe, Hwy. 14 and Johanasburg Rd. Finisher pins, Le Mans start, bring prop.

AMA NOVICE-ONLY HALF-MILE FLATTRACK at Oaklandon, near Indianapolis, Indianapolis, Two-star Dist. 9 Class C event.

ENGLISH TRIALS presented by So. Calif. Trials Assn. in the Big Bear, Calif. area of the San Bernardino mountains. Starting time 10 a.m., signup starts at 8:30 a.m. Overnight campout on Fri. & Sat. nights. Spark arrestors mandatory in this area, no exceptions.

T.T. SCRAMBLES, by Oasis Scramblers M.C. in Fallon, Nevada at the fairgrounds on Hwy. 50-95. Signup & pract. 10:00 a.m. to 12:00 noon. Admission $2.00, riders $3.00. Race starts at 1:30 p.m. AMA sanc. No knobbies.

6th ANNUAL CHICKEN ENDURO presented by Explorer Post 305. Starts and finishes at Big Cedar Springs, 4 miles north of Oakhurst, Cal. on Hwy. 41. AMA sanc., entry fee $3.00, post entry $4.00, team entry $3.00, lots of trophies. About 100 miles, all dirt. First bike out at 10:01 a.m. Special class for under 125cc machines & "B" enduro riders. All other bikes in the same class. No drawing, starting numbers determined by receipt of entry. Send to Explorer Post 305, 424 "A" St., Madera, Calif. 93637. Ph: 673-3146 in Madera for more info.

ADELANTO TT by Desert Phantoms M.C. AMA sanc. point run. Lightweight practice 8:30 a.m. Big bikes approx. noon. (Closed til April 27 for improvements.) On Hwy. 395 in Adelanto, Calif. For info call (213) 861-5189.

SATURDAY, MAY 4th

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

SUNDAY, MAY 5th

MOTO-CROSS, 1st annual China Beach Orphanage Benefit. Tentative location: Dodger Stadium, Los Angeles. ACA Sanctioned with cooperation of Marine Corps Reserve Officers Assn. & Navy League. ALL proceeds to be used to build orphanage at China Beach, Danang, Viet Nam. Deadline for pre-entries: April 22. Entry $3. Post Entry $25. Write A.C.A., Box 247, Fullerton, Calif. or call (213) 786-9113 or (714) 528-4290.

AFM CHAMPIONSHIP ROAD RACE at Vaca Valley Raceway, just east of Vacaville, Calif. on U.S. 80, between San Francisco and Sacramento. All National classes will run. $1000 in prizes; cash to GP, trophies to production. Plus $200 bonus from Honda of San Francisco for production class winner(s). Free admission and reduced entry for riders entered by April 27. For info write AFM, 4810 Daisy, Apt. B, Oakland, Cal. 94619 or phone (415) 535-1549, (213) 762-9875 or (805) 967-8919. Paid practice Sat. May 4, Sunday registration & tech. 8-11 a.m. Practice at 10 a.m., first heat at noon. Can also call (714) 442-3338.

2nd ANNUAL RAWHIDE ENDURO by the Wassuk Scramblers M/C. AMA Sanctioned. Star, noon check and finish at Hawthorne, Nevada. First rider out at 8 a.m. Sunday, May 5, 1968. No spark arrestors or mufflers required. Course is approx. 100 miles long. (Not as rough as last year.) Mail entries $4.00, close April 29th. Post entries $5.00, signup headquarters at the Wolf's Lair, Highway 95 East, Hawthorne. For Mail entries or further information write Wassuk Scramblers M/C, Box 872, Hawthorne, Nev. 89415, or call Charlie Jones at (702) 945-2988.

TRI-STATE SCRAMBLES presented by Bakersfield Sprockets M.C. at Sprockets Park in Bakersfield, Calif. Signup closes at 11:30 a.m. with first race at noon.

MOTO-CROSS presented by the Everett M.C. at new course never before run on. Location: Clearview, Wash., between Bothell and Snohomish, Wash. Race time noon, practice at 11 a.m. Admission $1.50.

HARE SCRAMBLES presented by So. Cal. M.C. AMA Dist. 37 approved point run. Two 40-mile loops, trailbikes 1 loop. Limed from California City, Cal. golf course. Starts 10 a.m. Entry $3.25, includes 25¢ for ambulance standby. Due to Viewfinders Grand Prix on May 25 & 26, this run was approved by Dist. 37 to run on open Sunday.

AMA PROFESSIONAL 3 STAR TT RACE at Tri-City Raceways, West Richland, Wash. Presented by Hill & Gully M.C. For more info contact Jack Cameron, c/o Hill & Gully M.C., 3403 W. Imnaha, Kennewick, Wash. 99336.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

THURSDAY, MAY 9th

DISTRICT 37 SPORTS COMMITTEE Referees' meeting for scrambles clubs at Poplar Street Playground, 8:00 p.m. Clubs throwing scrambles events are urged to have their referees attend.

SUNDAY, MAY 12th

TT SCRAMBLES presented by Lost Angels M.C. at the new track at Little Rock, Calif. AMA point run, small bikes 8 a.m., big 'uns 1 p.m. Concessions. This is only the second race held here. Any traction. Track approx. half-mile long. $2.25 entry, $1.00 gate. Ambulance Lots of laps in each event. Limed from 77th St. and Hwy. 395. Call 768-1058 for more info.

AMA SHORT TRACK RACE at Dixon May Fair near Sacramento, Calif. 3/8-mile dirt track, purse $600. Time trials 7 p.m., first race 8 p.m. Program must run off fast on Sun. night, last night of the fair.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

FRIDAY, MAY 17th

CLASS C AMA TT SCRAMBLES presented by Oregon Sidewinders M.C. at their track on SE Lawnfield Rd., south of Portland, Oregon near Clackamas, Ore. Three star event, rider entry $2.00, pit gate opens 6:30 p.m. 8 p.m. start. Spectators $2.00. Also special exhibition events in 100cc & 175cc classes. For more info contact Sidewinders M.C., Rt. 3, Box 290-C, Oregon City, Ore. 97045. Every Friday night until Sept. 6 except May 31, July 5, July 19 & Aug. 30.

SUNDAY, MAY 19th

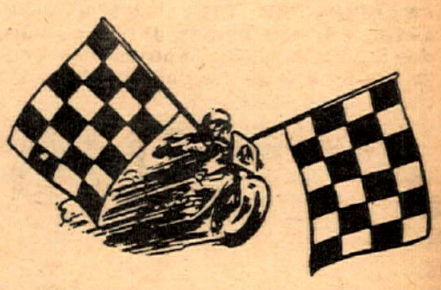
AMA NATIONAL CHAMPIONSHIP HARE & HOUND RACE, presented by the Salt Lake M.C. at Cherry Creek, just southwest of Eureka, Utah. 8th annual event, extremely varied terrain – soft dirt, trees, Sahara-type sand dunes, sage brush, steep grades, mountain passes, etc. Trophies, finishers pins, merchandise awards. Five-foot perpetual trophy. Course well marked, covered by radio and first-aid equipped jeeps. Entry $3.00 mail entry (closes May 15) or $5.00 post entry (closes at 9 a.m. on race day). Mail standard entry to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101 or write them for more info.

SAT. & SUN., MAY 25 & 26th

GRAND PRIX SCRAMBLES presented by Viewfinders M.C. & Stuntmen's Assoc. Proceeds to charity. AMA Dist. 37 desert and scrambles points. Held at Alberson's Movie Ranch, take West Lake turnoff off Ventura Fwy., proceed north to ranch. Classes 0-250cc on Sat., 250-Open on Sun. Powder Puff on Sat. Sidehacks run two 3-lap races Sat., one 6-lap race Sun. Gates open 7:30 sharp both days, mingle with Hollywood stars, big family fun, rain or shine. No overnight camping. Sweeps winner on Sat. runs in Sun. Sweepstakes. Free parking, food and beverages on premises. Ride through old movie sets. Mail 0-250 entries to Rock Walker, 6801 N. Valley Circle Bl., Canoga Park, Cal. 91304. Mail 250-Open entries to Steve Chambers, 18444 Collins St., Apt. 17, Tarzana, Cal. Mail entries $8.00, post entries $25.00. Entries close May 1.

SAT. & SUN. JULY 6 & 7th

ALL U.S. CHAMPIONSHIP SPORTSMAN SCRAMBLES presented by Dirt Diggers M.C. Tow money to top riders in each Dist. Write for info. Mail entry only, $5.00, opens May 1 and closes June 26. Standard entry blank info required. Mail entry to 19308 Aguire St., Rowland Heights, Calif. 91745. Who goes? North, south, east or west? We'll know soon.



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(till April 27 closed for improvements)
For Info. (213) 861-5189

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Voices

HOW TO WRITE YOUR CONGRESSMAN

By Ernie L. Krumm, Jr.

For some time now I have been searching the daily newspapers to see if there might not be gleamed from them any idea as to just which Congressman, Senator, or Assemblyman I might write regarding motorcycling, etc., in the hopes of getting some action. Red felt pens proved the best for arrowing suspected articles, and the purchase of a pair of large scissors to hang near my easy chair left me with nothing to do but skim, circle, and cut, during TV commercials, after-dinner rest stops, or even at breakfast-time.

Feeler letters to each of my local reps, with something positive in each about some recent respected action on their part as noted in the papers, plus a gentle pitch such as the following were my next step:

(In a letter to Assemblyman George N. Zenovich, 11 Feb. 1968):

"Dear Senator:

"I appreciate your efforts in at least three areas: (followed by some candid comments re his handling of the subjects of rural-city unification, Centers for the Mentally Retarded, and Drug Use and Misuse)...

"Finally, of the many social problems affecting myself and my family and of intense interest, there is just one in which I am especially interested, and especially experienced and qualified to speak on, which seems to be just another one of Governor Reagan's get-tough in '68 aims: MOTORCYCLING.

"Please give the same calibre of thought and intensity of concern to any pending restrictive legislation "for" motorcyclists as you have shown yourself capable of, in the above and other issues. I will gladly write about and/or meet with you and/or Mr. Holland (the Senator's local representative, in Fresno) on the subject of cycling in general or any facet of the subject in particular, at any time, anyplace. Please don't hesitate to ask. I have been cycling for years, singly and with my family, 365 days of the year. It would be a treasured privilege to be able to discuss same, in the interests of justice. I have extra helmets, if you'd like a demonstration ride."

Assemblyman Zenovich, who happens to be Majority Floor Leader and on the Finance and Insurance, Revenue and Taxation, and Ways and Means Committees, replied on 22 Feb. '68:

"Your letter of February 11 covered some very interesting and vital subjects but it was obvious that motorcycling is the one which is closest to your heart. First off, thanks for the offer of the demonstration ride on your motorcycle, but even with your extra helmet, I gracefully decline. When it comes to motorcycles, I have to confess to being a "nervous nelly".

"However, in spite of my reluctance to join you in a ride, I am quite aware that motorcycling is a very safe and sane sport. And I certainly am going to take some close, hard looks at any restrictive legislation on motorcycling. Admittedly, this is a field in which I only have limited knowledge and, as a result, I intend to keep your letter on file and will call on you when any questions arise on this subject.

"Thanks very much for taking the time to write me on these subjects. Your letter is one of the most interesting ones I have received this year.

"Best regards. Very truly yours," (signed, typed, George N. Zenovich, Majority Floor Leader).

The arguments and protests against the bill had been piling up for some time, so it wasn't until I noted in re-reading a past Cycle News that I noted ("Legislative Notes"?) that the bill was to go to Committee on the 19th of March. Throwing brevity to the winds, I pitched in, trying to be constructive, but refusing to let a line go by in the bill (published, again, in CN) unchallenged. Two pair of long-johns, flannel shirt & two sweaters, face mask and second "secret weapon" face-mask-mask just cut the 33 degree midnight cold of March 17, as I cycled 20 miles to the Fresno P.O. w/epistle and this cover letter:

(Special Delivery)
Assemblyman George N. Zenovich
Room 2128, State Capitol
Sacramento, Calif. 95814
Dear Mr. Zenovich:

Please take time to read the enclosed, entitled, The Foran Bill: Criticism and Alternatives. I have written this enclosure for you; there will be no time for me to stencil and run off copies for anyone else, unless you do the following for me, today:

1. After quickly(!) reading my enclosure, please try to find out if the bill mentioned is in committee (AB 289), the "helmet bill", scheduled to be heard before the Assembly Transportation Committee, MARCH 19).

2. If it is in committee, please try to convince the committee of the importance of the members' studying my Criticisms and Alternatives, before taking any action on the bill.

3. If(as is anticipated) author of the bill John Francis Foran (also chairman of the Committee) succeeds in getting the bill passed out to the floor of the Assembly before you can do this, (or in spite of your having tried to do so) please try to bring up the points made in my enclosure, or at least as many of them as may be necessary to bring about an intelligent, informed consideration of said bill by the Assembly; I feel certain that this done, it shall not pass.

Thank you so very much for whatever efforts you can expend to honor these requests. For many, this bill will mean life or death, depending on whether it fails to pass or not. As an afterthought, its passage would be just one more example of the current tendency of legislators to legislate against motorcyclists, taking away their freedom of choice, under the guise of helping prevent accidents the majority of cyclists have worked hard to not have, and to prevent others from having, long before legislators ever considered using the word safety in the same breath as "motorcycle."

Sincerely,
Ernest L. Krumm, Jr.

At 10:00 A.M. the next day, I called Assemblyman Zenovich's local (Fresno) assistant, Mr. Holland. (Listed on the letterhead and return address of the Assemblyman's reply, replete with handy telephone number). A cheery "Hello, Ernie," followed later by a "you're the teacher who lives out on Modoc Street, aren't you?" almost threw me, but I still found out that if anyone truly wants to keep informed re the progress of a bill such as this, he is expected to call in, and as often as possible. Daily calls are made to Sacramento (and incidently, this afternoon one was to be made just to answer a question of mine), so it was no trouble to relay my request that Mr. Z. keep an eye out for my big brown envelope, re the Foran Bill, etc.

In the next two days I called several times, and will do so again, calling each time at a time mutally agreed upon between Mr. Holland and myself; he has kept me abreast of the progress of the Foran Bill, and even advised me re how I might go about assuring I get my wish, action-wise.

In passing, if anything, I feel the original acquiring of some idea as to the past actions of one's representative only serves to help better one's chances of impressing on him the degree of sincerity involved. Everyone "has their own bag," as the saying goes; show some interest in and appreciation of the efforts of your congressmen, and as human beings they can't help to show some degree of interest in your (our) "problem" ...as a sort of left-handed example of this, in today's (March 20th) call to Mr. Holland I referred to CN's recent "sue-the-government" reply to the Oregonian inquiring re weapons for a test case... the Nova Scotia repeal of their helmet law being a handsome bit of tax-payer-money-saving preventive maintenance worth considering hereabouts.

A-JAY GOOF-UP

I didn't receive your rider's guide to periodical literature in time to avoid purchasing the April issue of "Cycle World." Their "A-jay" lovers in the service department slid out under "Vintage AJS." They surmised a 1953 engine's serial number from a moto-cross model to be from a peasant model. (The number ended in "C," for "competition.") They don't know of any factory specials that used the centered spark plug. How about THAT, Frank Cooper, Bud Ekins, and Vern Hancock? How about that, you 600 riders who know that the "A-jays" were 17 of the first 23 finishers on the Big Bear Run in 1952?

I haven't checked the facts either, but I think it goes something like this: Bud Ekins and Vern Hancock brought the fad back from Europe after their first tour of European moto-cross where they were loaned factory AJS or Matchless motorcycles. The long stroke moto-cross models used by Matchless and AJS until 1956 had a domed piston and under the cylinder a removable compression plate (spacer). When removed, the compression was so high that you could burn anything you could screw the gas cap down on. With the radically shaped high compression piston, the spark plug located in the center was more efficient. At first, a blank existed in the mold of the cylinder head for drilling and tapping to relocate the spark plug. California scramblers were indeed burning anything they could screw the gas cap down on to stay ahead of John McLaughlin's Burbank built swinging-arm Triumph and Nick Nicholson on a Gold Star BSA. Somewhere in that era, all AJS and Matchless moto-cross models imported by Frank Cooper came from London with the hole in the center drilled and tapped at the factory and a blank plug screwed in so the rider could elect his own style of horsepower.

Early fifties' AJS in action.

The eastern models were a little different where riders were still using lower compression motorcycles for endurance runs and trials with the spark plug located more conveniently angled into the side of the cylinder head.

I'll take your advice and subscribe to "Motorcylist." At dealer luaus, they will know motorcycles by engine numbers.

Now about Sprouts Elder....

A CONSTANT SUBSCRIBER
Long Beach, Calif.

LETTER TO LEGISLATORS

Dear Cycle News:

Here is a copy of the letter I wrote to my legislators, for what it may be worth. Maybe I brought up a point or two that you could use in the fight.

Dear Sir:

I would like to protest Assembly Bill No. 289, particularly the part that would require a person to wear a faceshield, goggles or glasses, and a safety helmet while driving a motorcycle.

Wearing a safety helmet while riding a motorcycle is not a bad idea, but I feel the state has no more right to require me to wear a helmet when I ride my motorbike than it does when I drive my car, ride in a bus, fly as a passenger on a plane, or get in the bathtub.

I feel the requirement to wear goggles, face shield, or glasses would, in fact, be dangerous. If this becomes law, many young motorbike riders with limited funds will go out and buy the cheapest plastic goggles or face shield or even colored glasses they can find. These will soon become scratched up so badly that the rider will not be able to see clearly, and colored glasses limit side vision so severly that they would be dangerous to wear while riding in traffic. Glasses with glass lenses would be likely to shatter in case of an accident, causing eye injury. I think that a windshield would be adequate eye protection, and it seems silly to have a windshield, then have to wear further eye protection. What about riding in wet weather? Glasses, goggles, etc., would become so covered with drops of moisture that the rider wouldn't be able to see, but would be violating the law if he took them off. I have been riding motorcycles and motorbikes for 20 years, a good part of the time with no eye protection, and have never had anything more serious happen to my eyes than getting a small bug in one of them.

I would hate to see the day when I can't take my little girl around the block on my motorbike without dressing us both in safety helmets and goggles, or risk an expensive ticket.

This is not a letter from some motorcycle bum. I'm a family man, a registered voter, a teacher in the Huntington Beach High School District, and a responsible citizen.

I urge you to vote against Assembly Bill No. 289.

GEORGE HAYS
Midway City, Calif.

NO MORE HAWTHORNE GOPHERS

Please inform your readers that the Hawthorne Gophers M.C. is no longer a club. The members voted to disband the club due to lack of enthusiasm and inactive membership. All future events are cancelled.

Respectfully yours,

BOB LONG President,
Hawthorne Gophers M.C.
Hawthorne, Calif.

HERE COMES THE S.B.V.M.C.

We are a new club in the San Bernardino area and are still looking for more members. At present we have about thirty active in the club.

The San Bernardino Valley M.C. is an AMA sanctioned dirt competition group, and we meet the second and fourth Tuesday of each month at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m.

Could you give us a hand in building up our membership?

JIM PASSARD
Secretary-Treasurer
San Bernardino Valley M.C.
24767 5th St.
San Bernardino, Cal. 92410

("Hope this helps, Jim. Old clubs are hanging it up, so on with the new.")

VOICE VOICE AND MORE VOICE

ATTENTION ROXY ROCKWOOD

In the future please don't mention that you are a member of the MRI. Just because you paid a few dollars for membership doesn't make you a spokesman for the group.

Only the Board of Directors, acting upon the decisions reached by true-blue members, are authorized to speak for Motorcycle Racers, Inc.

JACK O'BRIEN
SONNY NUTTER
CHUCK JONES
GARY WALDO
JIM NICHOLSON
ELLIOTT SCHULTZ

APOLOGIA

I entered your "Win the Motorcycle of Your Dreams" contest, and was fortunate enough to win a tee shirt. I sent in many entries, and all, except one, were inteded as a joke. Two of these were Japanese haiku. I never expected to see them published.

While scanning your April Fool Issue I found the haiku. I realize that they were "Cycle News'" property, and that you had the right to print them, but couldn't you have added that, in line with the rest of the publication, they weren't intended as a sample of my best writing? I meant for them to be pretentious, because I figured a majority of the other entries would exhibit the same quality.

My crystal ego is at stake, Mr. Clayton. My friends don't believe I was kidding.

If, in the future, you intend to print any more of my "poetry", would you please note that I tried my best to make them as bad as was possible?

RONNIE PEET
North Hollywood, California

IT'S THE GAS, MAN

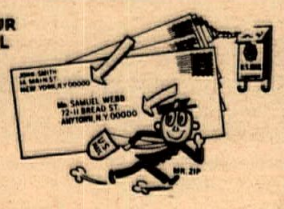
I have just visited Perris race track for the first time and enjoyed it very much. However, I saw something I never saw before in the two years and several different tracks my husband has race at every weekend.

I saw a man ask a "fellow rider" if he could borrow some two-stroke gas. The fellow rider made such a fass about lending this poor guy some gas I thought he was going to have a fit. He worked himself up into such a state of anger it was really sad, all over helping another rider. Being very polite and more than willing to pay for the gas he was charged $1.00 for one gallon.

I have rarely seen such rudeness anywhere. We are all involved in this great sport of cycle racing and want to see it blossom. But unless we help each other, who will? This kind of action is just not the way.

NAME WITHHELD
(At Request of Husband)
Thousand Oaks, Calif.

SPEED YOUR MAIL
USE ZIP CODE NUMBERS IN ALL ADDRESSES



ATTN: So. Calif. Desert Racers

If you are accustomed to riding in sand, sagebrush, desert roads and trails in a speedy manner, please use extreme caution before entering the 100-Mile "Bonanza" Hare and Hound at Reno, Nevada April 7th.

The Reno area has the same sand, sagebrush, desert roads and trails as you have in the South, but there will be lots of "go-fasters" out of the muddy hills of Northern Calif. who plan on kicking up a little dust for you!

N.I.F. (North Is Faster)
Orangevale, Calif.

DAILY PAPERS, TOO

H-D dealer Joe Walker of Santa Ana, Calif. clipped the following letter from the "Dear Ed" column of his local daily newspaper to show the widespread coverage being given to thoughts on anti-helmet legislation not only by the motorcycle press but by the general news media as well.

"PROTECTION"

Our politicians are at it again. They insist on protecting me from myself. This time a bill is being considered which would make it a crime for me to ride my motorcycle unless I wear a helmet.

If one believes in individual responsibility, there are no rational arguments for this law. They are trying to treat the symptoms, not the disease. Statistics will bear me out when I say that most motorcycle accidents occur during the first few months of a rider's experience. Lack of skill is generally the cause. If the legislators are really interested in preventing motorcycle accidents and making the streets safer for everyone, the logical course would be to require a special license in order to operate a two-wheeled vehicle. This would at least make sure people had a minimum of skill before they are allowed to venture onto the streets.

There are numerous arguments against this law. A cyclist wearing a helmet might be more likely to take more chances than if he were not wearing one. Furthermore, a helmet can cut down on vision, freedom of movement, and hearing, slowing reaction to emergencies. The law could actually cause an increase in cycle accidents.

But the most important argument is that a cyclist does not violate anyone's rights by refusing to wear a helmet.

I urge all cyclists and others interested in freedom to write your congressman and oppose this law. A similar bill was defeated last year by a flood of letters, but politicians never seem to learn. If it is passed it will be too late to complain.

For those of you who think this law doesn't affect you, don't kid yourself! An encroachment on the freedom of a minority is a threat to all. Maybe you will be in the next persecuted minority (or majority).

WILLIAM J. WEBER
1623 S. Walnut, Anaheim

CONSTRUCTIVE CRITICISM

The Southern California desert Run on the 24th was the worst I have attended. It was bad enough to travel five miles to the pits on the Oregon trail and find out that the starting area was three and a half miles from there. But what really griped the riders I talked to was the lack of markers on the course. This cost a young Greeves rider a broken leg. It seems someone had neglected to put danger marks before an abrupt four foot DROP!

It's not that I mind stopping to help a guy who's hurt, but how would you like to be on your melon for eight weeks reading Cycle News and wishing you were out there?

GARY FORTH
Rosemead, Calif.

"How about everyone who has a gripe about the way some club throws a race actually volunteering to help put on a better run next time? Entries at club-run events have more than doubled at the same time that club membership is declining. Does any reader have a suggestion as to how clubs can put on better races with fewer working members or how they can get more help?"

TO WHOM IT MAY CONCERN

And I hope it concerns every motorcycle racer and member of the AMA.

At a recent club-sponsored race at Perris, California, the Novice class had 3 laps of practice, the Amateurs had 2 laps of action. BUT the Experts had 4 laps of practice.

When I asked the referee how come the Experts had more practice time he told me that more people paid a dollar to see them race then any other class.

I told him I paid the same to enter the race and the same to join the AMA as they did and his remark was, "But who are you?"

I consider this an insult to all racers under Expert. We are all trying to become Experts some day.

I have been racing 3 yrs. I am an Amateur now but I didn't know that anything under an Expert was nothing.

I would appreciate if you would print a few words on this subject in Cycle News so that all other clubs would take heed and not have the same attitude.

"ALWAYS TRYING"
Puente, Calif.

"With such a fine appreciation of justice, you might make a good referee yourself, sir. Are you now a member of a club which puts on races?"

BAD GUYS CHASE SHEEP, SHOOT DOWN TRAILBLAZERS

Our club would like to apologize to the riders and fans who drove to Bakersfield for our Moto-X only to find it had been cancelled. We sent out about 300 notices but unfortunately a few were missed.

We had a beautiful race planned. The site was ideally situated on rolling grass covered terrain, wild flowers just beginning to bloom and large cottonwood trees to shade the spectators.

But Sunday, March 24th, approximately 25 unknown riders went under, around and through the fence around the property, completely disregarding the "NO TRESPASS" signs, and had great sport chasing another tenant's 1500 head of sheep. Faced with an injunction and possible law suits the land owner had no other alternative than to cancel our lease.

We found this out Monday night and tried to notify everyone but with such notice a few couldn't be reached.

We spent a lot of time and money to make this race a lot of fun for rider and spectator alike only to find it a waste because of a few irresponsibles who spoiled a lot of fun for the majority.

At any rate the club will continue to negotiate and we may be able to use this site next fall.

Hope to see you then,

JACK OGLE
Kern County Trailblazers
Shafter, Calif.

HELPFUL HOW-TO INFO

All readers who care enough to write to their California legislators should ask for these two free publication, which will prove invaluable:

1) List of Members, 1968 California Legislature and State and Congressional Officers.

2) Assembly & Senate Standing Committees.

Number 2 isn't much good without Number 1, as committee members' names are usually listed by last name only; the "List" gives home office addresses, as well as party affiliation, both good to know. Doubtless other states provide similar aids, for the asking.

As f this writing the future of the Foran Bill is uncertain; equipped with these booklets, immediate action on any issue will be greatly facilitated.

ERNEST L. KRUMM, JR.
Kerman, Calif.

N.Y. MAYOR SPEAKS OUT

To the Motorcycle Fraternity:

It is a pleasure for me, on behalf of the City of New York, to welcome the many exhibitors representing motorcycle manufacturers from England, Japan, Italy, Germany, Austria, Spain and Sweden to the First International Motorcycle Exhibition ever held in New York City.

The growth of the motorcycle industry dictated the selection of a location that would attract the thousands of cycle enthusiasts as well as dealers and allied manufacturers. I am proud that New York City was selected and would like to express my best wishes for a most successful show.

Sincerely,
JOHN V. LINDSAY
Mayor
New York City, N.Y.

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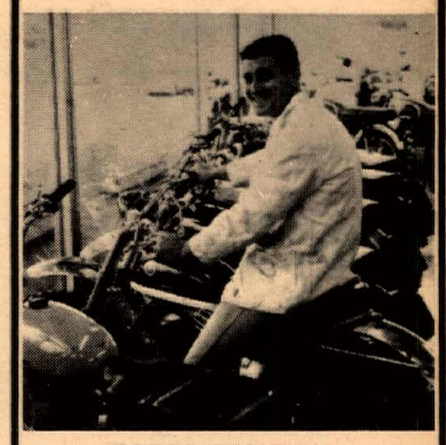

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SEASON OPENER AT CASTLE ROCK

Story and Photos by Vic Ebbutt

The Mt. St. Helens Motorcycle Club of Castle Rock, Washington, site of the National TT Championships, played host on March 31 to 92 riders and nearly 400 spectators. Considering the fact that during the past six months the Northwest has had more than a few drops of rain, the track was in great shape and the Sunday afternoon events were run at near record speeds.

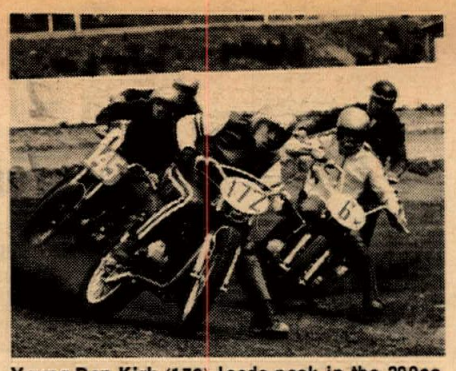
It is virtually impossible to pic out the outstanding rider of the day. There were too many in this category. In the lightweights, consistent winner Bill Langley, Dan Kirk, and Mark Nimick were superb while the honors in the 250cc and divisions would have to include Sonny Burres, Dick Jagow, Jack Mott, all of the Portland area, Sandy Saunders of Tacoma, and young Jim Einarsson of Shelton, Wash.

Burres Comes Through

Burres got his new Triumph together Sunday morning about three a.m. and initiated it in a fitting manner. Although losing a heat race by about two feet, when the chips were down in the A Main, he once again proved who was the boss.

It is always a distinct pleasure to cover the first race of the season at Castle Rock for a number of reasons. First, it signifies that racing in the Northwest has really begun after a long grey winter. The riders are eager and gung-ho to start the season, the TT track is one of the finest on this or any other coast and the Mt. St. Helens Club can always be depended on to sponsor and run a well organized event. Their next two events on April 21 and May 19 will undoubtedly be just as successful.

(Results on page 16)



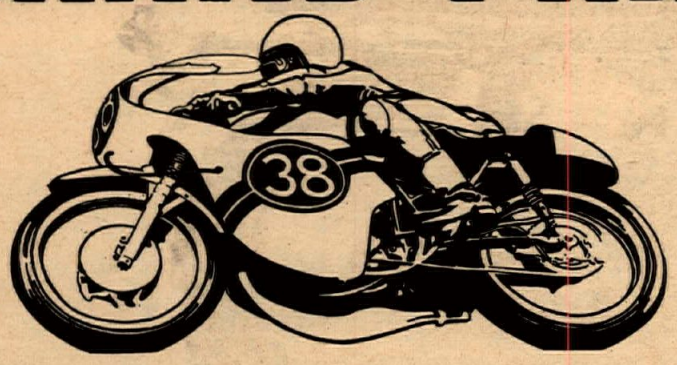
Young Dan Kirk (172) leads pack in the 200cc A Main Event which he won handily.

Barrelling to victory in Castle Rock Open Main is Sonny Burres (69) on new Triumph.

The flying whiz kid from Shelton, Wash., 17-year-old Jim Einarsson.

NATIONAL CHAMPIONSHIP MOTORCYCLE

GRAND PRIX



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MAY 5

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S. F. Chapter

THE NEW IMAGE

By Chuck Clayton

TIMES THEY ARE CHANGING AND HOW

Organized motorcycle riders were taking up arms against a sea of troubles in California last week. Wednesday, Hells Angels presented arguments against making it a crime to ride cycles bareheaded and turned the state capitol Assembly hearing in their favor. And in Los Angeles professional motorcycle racers launched an effective boycott of Ascot speedway.

Pickets wearing the colored leathers and white pants of professional racers and tuners stood quietly at the three entrances to Ascot Speedway along Vermont Avenue, displaying signs informing arriving fans of all the stars who would not ride. The $1,500.00 purse offered was less than opening night purses in the past. The racers were being asked to risk their lives and equipment for less money and so naturally they refused.

The solidarity among the striking racers were overwhelming. Only 28 cycles crossed the picket lines to put on a 14-race show. Half of these were sidecar racers, who are still very new to professional racing. They were competing for a separate purse and were exempt from the boycott.

Money Goes, But Where?

Racing fans from as far away as Santa Cruz and San Diego left without seeing the motorcycle races. Sympathy was with the riders. Everyone knows that Ascot motorcycle races bring in thousands of dollars. Where does it go? Who gets it?

The fans suspect it goes into the pockets of J.C. Agajanian, the famous promoter. Actually, the promoter only retains a small part of the total gate receipts. Forty percent used to go to the riders (but not anymore). Fifteen percent belongs to the track management for rent, and about $1,000 per race is paid to the American Motorcycle Association for insurance. Parking and concession profits belong to the track.

The Committee Loved It.

Prior to the history-making strike at Ascot, the Assembly Ways & Means Committee convened in Sacramento to hear AB 289, a bill calling for, among other things, mandatory crash helmets and goggles for motorcycle operators.

"My name is Ralph Barger, I'm the president of the Oakland chapter of Hells Angels and we are professional motorcycle riders." The voice was strong and confident. The Committee paid close attention as the young man in the cutoff blue suede jacket decorated with a helmeted skull, playboy rabbit, the number 13 and HELLS ANGELS — CALIFORNIA on the back, spoke.

In a "now listen you guys" tone of voice he told the legislators they didn't know anything about motorcycles.

"I know what's good for my head, you don't," the 28-year-old Barger continued. "I gotta be able to see and hear good to ride my bike so some car doesn't tangle with me. I can't hear with my ears covered up and I can't always see so good with shades on. You want to put helmets on US? You should make everybody else wear them if you make us." He cited the numbers of people killed annually from head injuries resulting from falls, car accidents and pedestrian accidents.

Assemblyman John Burton "He's right, I can't hear a thing!"

Oakland Angels President Barger testifies before Assembly Ways and Means Committee while bill's author J.F. Foran, far right, watches his votes slipping away.

After Barger's appearance the lobbyist from United Motorcycle Enthusiasts, representing the average motorcycle rider, seemed rather dull. She had with her some helmets, the best on the market, according to some experts, and some of the assemblymen asked to try them on.

"He's right," shouted Democrat John Burton of San Francisco, "You can't hear a thing!"

Assemblyman Britchke of San Mateo got his head stuck in a full-coverage helmet and two of his colleagues had to help him pull it off, while TV cameras recorded the comedy for later broadcast.

The bill's author, John Foran of San Francisco, complained that the hearing was being turned into "a circus" and chairman postponed voting on the bill until April 17, but there is little chance of its passing.

One assemblyman interviewed by this reporter later said he "was going to give John a vote," until he heard Barger's evidence. "Foran had that bill by two votes when he went into the hearing. Barger changed at least three of our minds to vote against it. And when I put on that helmet...I know I changed mine."

Legislative Notebook

By Barbara Adams Dahms

SHOES DOWN THE TUBES

Assemblyman L.E. Townsend's mandatory footwear measure was shot down in the Assembly last week. After unanimous "do-pass" in Transportation Committee it ran into a solid wall of opposition from legislators who said, "A law about shoes? They'll be telling us what to wear next."

We remember issuing this warning last year but we don't remember anyone listening...at the time. Last year they weren't talking principles. It wasn't the year for "do we have the right to legislate this?" It was the year for "the federal government expects us to do this or they will cut off our money."

(Continued on page 7)

LEGISLATIVE NOTEBOOK

(Continued from previous page)

This year even the money-committee chairman is saying, "I don't know if apparel is a proper subject for law." There wasn't anything at all said about money.

What does this mean? I am not sure. I don't know anyone else who is. But something is changing. You can feel it. A motorcycle rider makes a plea for his liberty, even at the cost of his life...and legislators listen. A citizen says certain parts of his life are not for the state to decide...and the state agrees. Within the halls of government you hear it more and more: "Too many laws". "We can't regulate everything." "Let people decide for themselves."

Have we reached the point of maximum control? Or is this a small breather before it gets worse? I don't know. But it seems that government is a little less confident, a little less omnipotent, even a little less ambitious than I can remember it being.

Maybe the "age of security" is coming to an end. Maybe we have realized that it is all a giant hoax anyway. Life is risk! Full life is full risk! Wealth isn't security, it isn't money, it isn't even power. Wealth is living the time you've got according to your individual concept of richness and it's knowing that your concept is not your neighbor's and therefore you can't make his decisions for him.

If we are beginning as a nation to understand this, maybe we are beginning to experience the oft-quoted "rebirth of liberty." If we are willing to take the risk, we can find the richness, if we are willing to live and perhaps die, seeking not the safety of a padded cocoon, but the wealth of personal exploration and experience...if we dare to be free...and to trust our fellow humans with freedom...

This is what the American legend was about, but really never quite was. We have been pushing an empty word all over the world. Freedom isn't a form of government. It is a personal adventure. It takes courage and persistence, and a sense of humor.

Freedom has nothing to do with safety. Wealth has nothing to do with security. Life has nothing to do with death. They are opposites on the continuum. When you are dead you are very, very safe.

SCRAMBLIN AROUND

By Maureen Lee

For those of you who ride scrambles but do not belong to a club and therefore do not hear about new District rules here's one designed to put a little responsibility on your shoulders. Since last year there has been a rule regarding a mandatory tech. inspection and a penalty for not doing same. Well, we all know some clubs held them and other sluffed off, so the Competition Committee has put more teeth into it now. From now on if you don't receive an inspection at a race it is your responsibility to track down a member of the sponsoring club and insist that they hold an inspection. If they don't they will be fined as a club $50 but you will find out that the run will be declared a no-point day and think about how that will hurt if you finished way up in your race and are bucking for a top ten plate next year or hoping for just a lower number!

With the California Gophers cancelling out their April 28th run it looked like another run lost but up has come a new District club, the Desert Phantoms. They hang their helmets at George Air Force Base and have a large membership. They joined the District this month, petitioned for the Gophers date, received it and we understand are planning to throw their run at Adelanto. That's real enthusiasm for you!

In scrambles club standings the Dirt Diggers are the number one heavyweight and at the last count the Powder Puff Association the lightweight leaders although the gals know they won't be able to hang onto the top position inspite of having just about a 100% turnout of members each race. The Lightweights M.C., have more members than they do. With the gals first event coming up Mothers Day the Dirt Diggers have thrown their full support behind them making it a club run as well as offering help but one change had to be made in the plans. So that the ambulance wouldn't be gone all day from an over-abundance of crashes on the starting line, the Association has decided against a topless starter!

Cycle News Goes National With 2 Editions--East & West

Motorcycle enthusiasts in the Eastern half of the U.S. will soon be getting "news, not history" when the new Eastern Edition of Cycle News goes to press in a couple of weeks. Cycle News publisher Chuck Clayton announced the purchase last week of State Motorcycle News, a bi-weekly newspaper founded by John Penton of Amherst, Ohio. Mr. Penton and his staff published the tabloid for one year in order to serve their home state with communication of motorcycle matters.

Publisher Clayton will take up residence in Amherst to supervise and edit the eastern newspaper as a separate publication from the western edition of Cycle News. The range and scope of State Motorcycle News will be broadened to serve motorcycle enthusiasts and industry in the major Eastern states, primarily the midwestern area. Both editions of Cycle News will work together and share national event coverage, and advertisers will have the option of using either or both newspapers to sell their goods. The eastern edition will continue its bi-weekly publication schedule for the time being.

"I have promised Mr. Penton to continue the policy of service to the local motorcycle community which State Motorcycle News has done so well in the past," Clayton said. "This way, Cycle News will be able to do the job nationally that we have done in the west, without sacrificing our local appeal. The editorial policy of the Eastern Edition will reflect the needs and wishes of its local readers and may not even resemble the Western Edition."

Anyone wishing information on the Eastern Edition of Cycle News should write to Chuck Clayton, c/o State Cycle News, Box 13, Amherst, Ohio.

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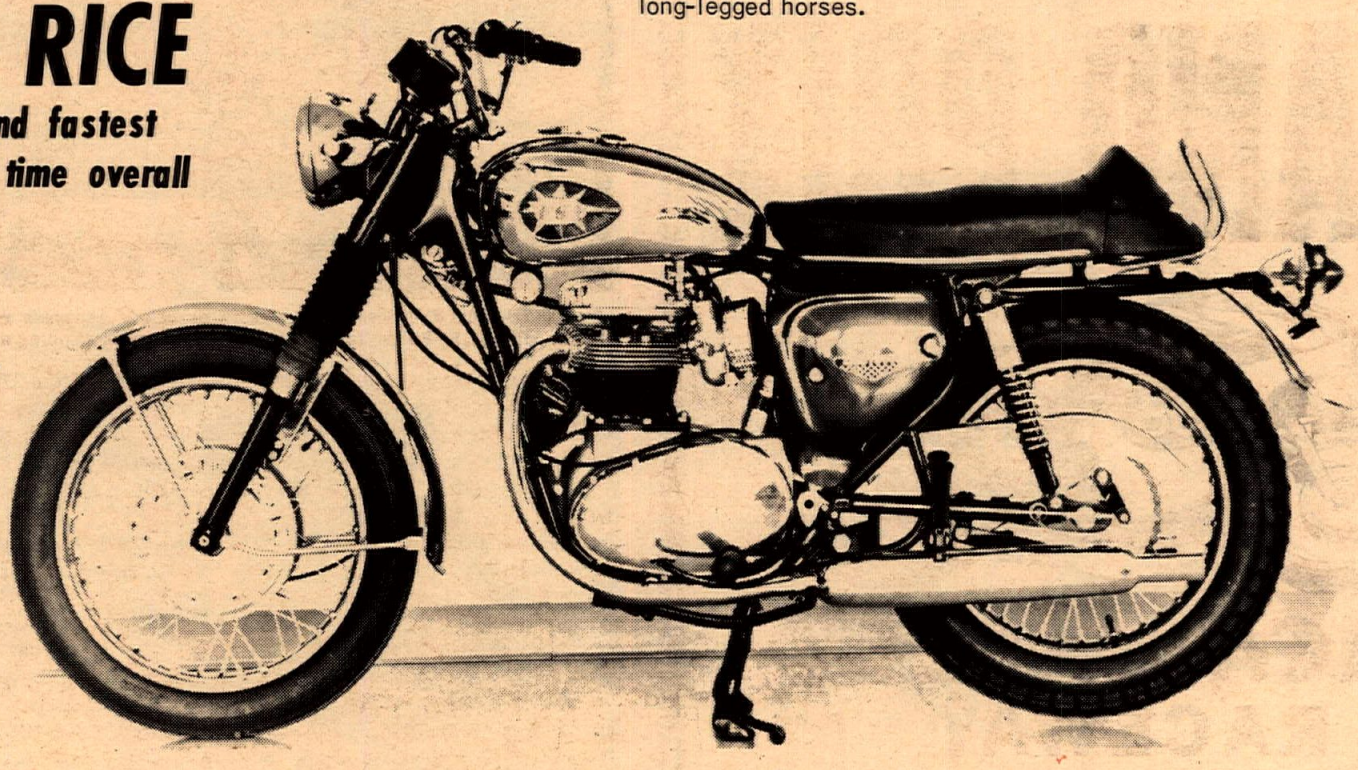

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CYCLING THROUGH CENTRAL AMERICA

PART 2

By Jack Maloney

In Guatemala City after making a mail stop at the office of an Express Agency, Julian Clinkscales obtained a new ignition key at a BMW cycle shop and also had the mufflers replaced as the original set was beginning to crack and rust.

Enjoying several days of local tourist attractions, the wandering teacher then left for El Salvador, which was a short 160-mile trip on the main highway.

However, when Clinkscales crossed the border on a weekday, it was between noon and two o'clock and consequently he was charged an extra two dollars, apparently for disturbing the midday siesta of the officials. On Sundays, when it was officially "closed," a "turista" could also pass over if he was willing to bribe the guards.

On the road to San Salvador, the transition from the country again gave way to the hustle and bustle of a throbbing Latin city.

Nevertheless, when stopping and asking for directions, the Americano cyclist was surrounded by natives of the city who were curious about him and his German two-wheeler.

Several days later when crossing into Honduras, Julian was surprised at the courteous treatment he received from the soldiers at the border. The guards were used to automobiles, trucks and an occasional midget motorcycle, but to them Clinkscales king-size BMW was a novelty.

In Tegucigalpa, the former teacher visited the offices of a newspaper editor who was interested in his sociological impressions of Central American and in publishing his cycle story.

Political Uprising

Leisurely touring Honduras and stopping at St. Marcos de Colon for the night, Julian heard the alarming news over the hotel's radio concerning the latest political uprising and street-shooting in neighboring Nicaragua.

In spite of these adverse reports, the intrepid lone rider continued on his way and in turn was assured by the border officials that everything was calm. However, as Clinkscales neared the capital, Managua, more and more moving truck-loads of armed soldiers became conspicuous on the roads and on guard duty in the villages.

Several times Julian was stopped by rifle-waving Nationalist soldiers and searched for weapons. His saddlebags were also thoroughly inspected.

Due to the "uprising," all social activities in Managua had slowed to a halt. After listening to sporadic gunfire all night, Julian left his hotel early in the morning and was back again on the main highway, losing no time wheeling for the next border.

Two hours later he had crossed over into Costa Rica and continued to Puntarenas on the Pacific, where he enjoyed a quiet weekend of sun and surf and then headed for San Jose.

After staying in this mile-high, friendly capital city for several rainy days, ironically in the middle of the dray season, Clinkscales left for the Republic of Panama. It was just a little over 500 miles to the Canal Zone, the last leg of this reputedly dangerous and sometimes impassable stretch of the Pan-Am highway.

Caution: Bad Roads

The first twenty-five miles from San Jose to Cartago was paved; after that, however, the road was dirt and loose gravel. The only parts that were packed down were the center tire tracks made by the passing of cars and trucks.

From experience, Julian knew that when riding on loose gravel he could not use his front brakes. Attempting to use his back brakes too quickly would cause his tires to skid. Most of the time he kept his motorcycle in low gear, continuously using it for braking action on the treacherous road.

For the next two hours it was a steady climb up the rugged, winding mountain road, the coldness increasing with the altitude. At its two-mile summit, Clinkscales stopped at a small native restaurant for a hot meal as well as enjoying a panoramic view of the vastness of the next deep valley.

For the next two hours, under cloudy skies he slowly descended into the coastal lowlands. By mid-afternoon he was in St. Isidoro del General, a place so very quiet that he decided to try for the next town, Buenos Aires, which was only sixty miles distant. It should be easily reached in the remaining daylight hours.

Halfway to Buenos Aires, Julian was caught in a sudden tropical downpour and forced to stop at a small farmhouse until it had ceased.

By now the darkness of night had fallen and the road had become muddy and slippery. It was in such bad condition that he could not cruise above ten or twenty miles per hour and several times narrowly avoided falling. To make matters worse it was again raining and Buenos Aires was still an hour's riding time away.

Suddenly out of the darkness on the narrow mountain road, a huge truck-trailer crept up behind Clinkscales. In desperation the worried cyclist flagged it down. Fortunately the truck driver spoke fair English and agreed to drive behind him until they had reached Buenos Aires.

At a truck stop, Julian was grateful for the shelter of a small room, a chance to dry his sopping clothes and a good night's rest.

The following morning when leaving Buenos Aires it had stopped raining but the roads were still wet and muddy. Shortly thereafter the former teacher was amazed upon being confronted with the added hazard of huge rocks strewn along the gravel road, some with menacing, sharp jagged edges. Shredding or blowing out a tire by an encounter with one of these rocks, falling debris from landslides and slippery red mud made the going rugged.

Down ... But Not Out

Slowing up as he was going down a steep, winding hill and banking around a sharp, blind curve, Julian unexpectedly came upon an area of deep red mud, spontaneously hit his rear brakes too hard and his motorcycle slipped out from under him. He landed on his behind in the muddy road, breaking his fall with outstretched arms and hands.

The erratic cycle continued on for about forty feet and toppled over as it careened off a boulder in the middle of the road.

Bedragged but unhurt, the downed cyclist slowly picked himself up and walked over to his overturned motorcycle, finding the engine was still running. Automatically he threw the clutch into neutral and righted it.

A cursory inspection revealed that the right footrest was bent and the back brakes damaged and not functioning. The cycle, however was still in riding condition.

It was the first fall that the former teacher had had in traveling over 33,000 miles on this particular German two-wheeler.

At the next filling station, Clinkscales stopped for gas and washed the mud off his cycle and himself. A mechanic, after tinkering with the damaged brakes for about half-an-hour, got them working again. Julian was even more surprised when the affable Costa Rican refused payment for his much-needed help.

That weekend, Clinkscales relaxed in Puerto Golfito, a small banana port on the Pacific Coast, near the border of Panama.

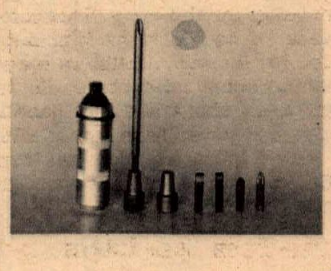
On Monday morning he visited the Panamanian Consul, obtained a visa and in turn crossed the border into Panama. A number of touring motorists informed him that they had had flat tires resulting from running over the sharp uncrushed rocks on the main road.

From the border, for over a hundred miles the Pan-Am highway was again paved and in fair condition. However, a ninety-mile detour over gral and pot-holed roads once again slowed the lone rider to a snail's pace. The natives along this off-beat road were, however, mostly friendly Negroes and primitive Indians. In Sona, a small fishing village, the weary ex-teacher stayed over for the night.

In Panama, Julian was pleasantly surprised at being able to buy gasoline at prices comparable to that of the United States. In most of the other Central American countries it had cost double or triple for a gallon.

From Sona it was only a short distance to Santiago, where the Pan-Am highway was smooth and paved. Under sunny skies and without mishap, the determined motorcycle aficionado traveled across the last lap of this challenging and unpredictable international highway.

Julian Clinkscales was happy to be in Panama City. He had achieved his goal.



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MESA "TT" Madness

Closely bunched at the end of lap one, the 250cc Expert field is led at this point by Gary Landry (116). Dick Mills (2) eventually took the win, R.W. Ring (4) finished second, Landry wound up third.

Story and Photo by Bill Harmer

March 24, the Mesa M.C. presented its second TT scrambles of the 1968 season at the beautiful Mesa Speedway near San Diego, Cal. The entry list was swelled by many riders from the Los Angeles area and one very welcome group of eight riders from Las Vegas, Nevada.

Practice time promised a renewal of the Matthews, Finan, Carter feud in the Open Expert class but with the chance of a surprise by some of the "out of towners."

Matthews Makes It

Don Matthews, pilot of Mike Garrett's rapid BSA Gold Star, limped noticeably in the pits, still suffering from his Feb. 25 spill, but astride his cycle he looked as fit as ever as he displayed his riding skill in several controlled slides and other fancy maneuvers. As the entries in the class were numerous, heat races were the order of the day. Matthews easily captured first in his heat and Al Finan, riding Earl Roloff's newly rejuvenated "Snortin' Norton" for the first time this year, took his heat in an easy breeze.

The start of the Main took several minutes as these race-wise Experts broke and returned, trying to gain an advantage. As the starter finally found them all momentarily in a line of his approval, the flag was dropped and the roaring hoard exploded off the line as a single unit. Grant Brown held a slight lead as they went into the first turn with Don Matthews and Al Finan hard on his heels. Coming down the grandstand straight, Matthews edged by Brown and took the lead. Finan had the speed, but found a little difficulty passing Brown. When he was finally successful, Matthews had lapped one of the stragglers, who dropped his scooter right in front of Finan as they approached the jump. Quick action by Finan averted what might have been a serious accident, by literally throwing his mount into the boondocks and skirting the jump. This unforseen piece of bad luck put him out of contention for the win. Matthews too was experiencing some misfortune. He lost his right rear shock and had handling difficulties that would have forced a less skillful rider to retire from the race. Grant Brown maintained his steady riding to gain third place honors.

Pre-Teen Speedsters

The 100cc Novice class looked like real entertainment when diminutive Mike North, a 12-year-old speedster from Las Vegas, Nev. surpassed the efforts of all in his heat, while 11-year-old Earl Roloff Jr. outclassed the field in his heat to set up a natural interstate rivalry. As they lined up for the Main Event, a highly partisan group of mechanics and riders crowded along the fence. Although they were disappointed in Roloff's failure to give a ride commensurate with his ability they nevertheless stayed to cheer the talented Nevada youngster who repulsed the frustrated efforts of Bob Silverthorn, denying him victory in the final yards of the last lap while Dave Stauffer, always in contention, had to settle for the show position.

Jim McGuire exhibited his customary winning ways by pocketing top honors in all three 100cc Expert motos, being crowded only once by Jim Harmon who would like to repeat his upset win over McGuire which he accomplished March 10 at Dehesa. Jay Dunn rode impressively to pluck third point honors. Dunn also pocketed third place points in the 200cc Novice moto behind winner Wayne Clark on a Yamaha and Tim Kaiser, Las Vegas Bultaco pilot who gathered second.

Ray Vanderpool, who has been dominating the 250cc Novice events lately, was parading his new yellow Amateur plates for the first time and found the competition in the higher class, a little tougher. He matched his new 250cc Yamaha single against more experienced Don Emde and his twin exhaust 250cc Suzuki single, and came off second best. Larry Collie kept his Kawasaki 250cc single in constant contention to garnish third in points.

Mills, Ring – 1, 2

The 250cc Expert Moto-X saw a return match between winner Dick Mills and R.W. Ring. These men are so evenly matched that anything can happen and usually does. At their last meeting on March 10, Ring rode his Husky to victory and this week it was Bultaco-mounted Mills turn to grab the checkers. Gary Landry did a very efficient riding job to gain third. In the 250cc Novice Main, Vic Hannan maneuvered his Yamaha into an early lead which he retained throughout in spite of the relentless pursuit by Bultaco pilots, Jack Sweeney, who placed second, and John Garrish, third.

A stranger in these parts, Ed Newcomb on a Triumph, out-gunned BSA jockey Dan Danner to acquire first in the 500cc Novice moto with Ray Vanderpool trying in vain to catch the four-strokers with his screaming 350cc Yamaha. Open Novice class was dominated by another Northern rider, Puffy McGowen, who showed his BSA exhausts to persistent Triumph pilots Don Hoy and Jerry Pendleton who were crowding him all the way, to bag second and third spots.

The poorly patronized Powder Puff moto was skillfully appropriated by pert Nisei cutie, Chris Fujikawa on her Bridgestone speedster, closely pressed by Shirley Newsom on a Hodaka. After traveling all the way from Las Vegas, it was regretttable that Gem Willey didn't compete in the third moto. She still garnered enough points for third.

Many Out-of-Staters

It was rewarding to see so many out of town visitors at Mesa Speedway, especially the group from Las Vegas which included Billy Williams Sr., Billy Williams Jr., Tom Johnston Jr., little Mike North, Gen and Jay Willey, Tim Kaiser, Grant Kaiser and Tom Jones. By checking the results you can conclude they were a skillful group, resplendent in the colorful racing silks of the Vegas Valley M.C. When they packed their gear for the return trip to Nevada, they had to make room for some California Gold. It is hoped that all the visitors had an enjoyable time and to those who for some reason didn't cop a trophy, try again, you may have better luck next time and you're sure to have fun.

The next event at Mesa Speedway will be April 21. It will be a TT Scrambles presented by the Experts M.C. Mark the date on your calendar and be there!

(Results on page 16)

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UP AND OVER AT BAKERSFIELD

Story and Photos by M.J. Oxford

Airborne and over the top — the ultimate goal of the hillclimber.

The Campbell M.C. hillclimbs are not only successful and well attended by competitors from far and near, but they are held on the most beautiful grounds imaginable. From the top of the 250 foot hill one cane see for miles, and nearly 3000 spectators were on hand for the climb on March 31 near Bakersfield, Calif., sprinkled over the green-covered hills and sitting under shade trees.

Top time of the day was set by Frank Durso on his mighty BSA. It took him 5.82 seconds to conquer the crest. The Ponti boys also did well as always, but they might have had a harder time if Campbell club members had been competing. They have some fine riders and equipment themselves.

All went well, and the only sort of accident occurred when Manuel Ponti, Jr. flipped after breaking the finish line and

This rider got a little out of shape at Bakersfield...

winning the 250cc Expert class in 7.48 seconds. His machine made an airborne circle and landed on top of him, but luckily he got off with only a skinned arm.

Hillclimb enthusiasts who want to see some real action and enjoy a beautiful day are invited to attend the next climb held by the Campbell M.C. on Sunday, April 28 at Halls Ranch near Morgan Hill, Calif. It'll be a good one.

(Results on page 16)

...And then he proceeded to lose it completely.

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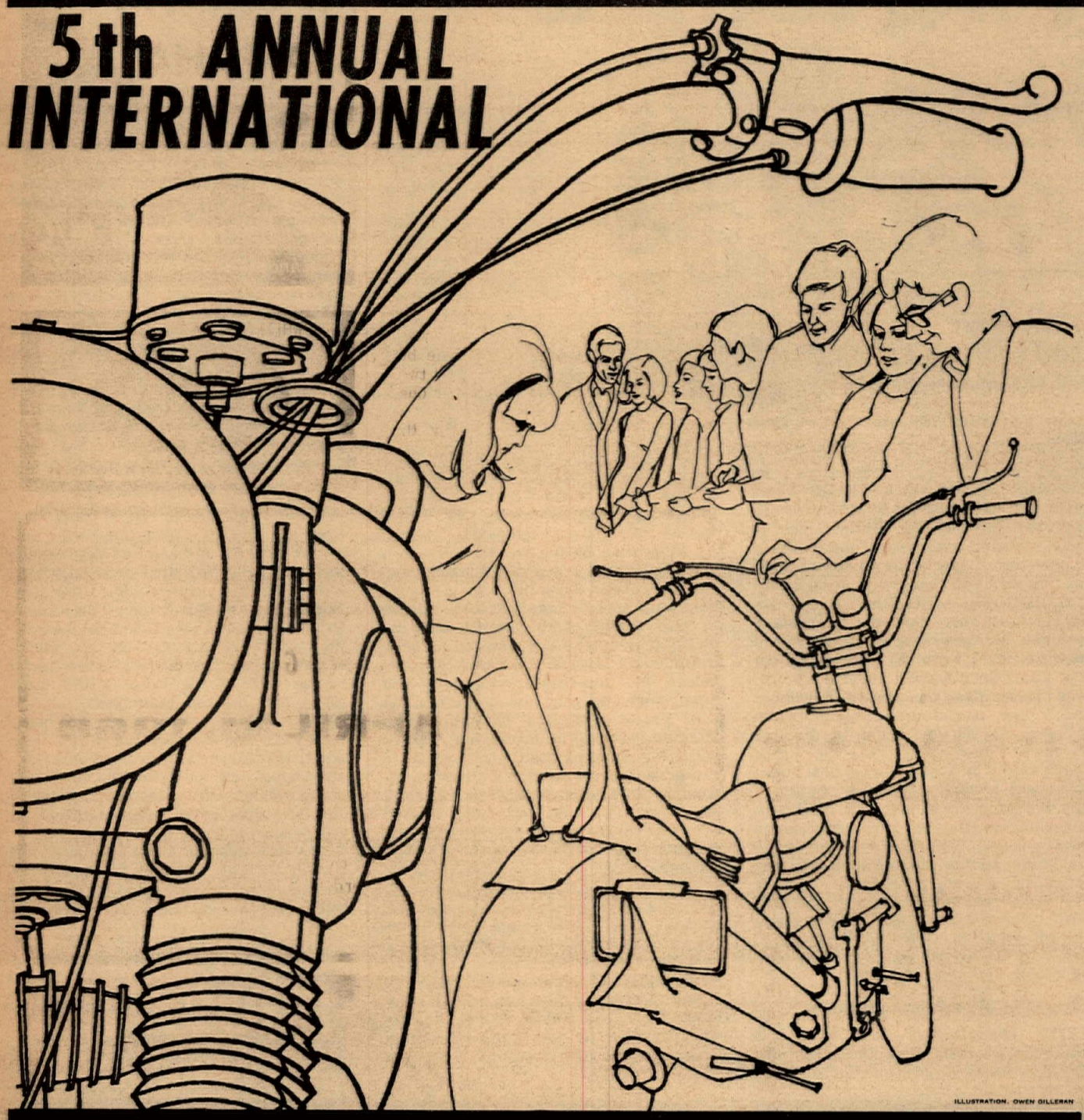

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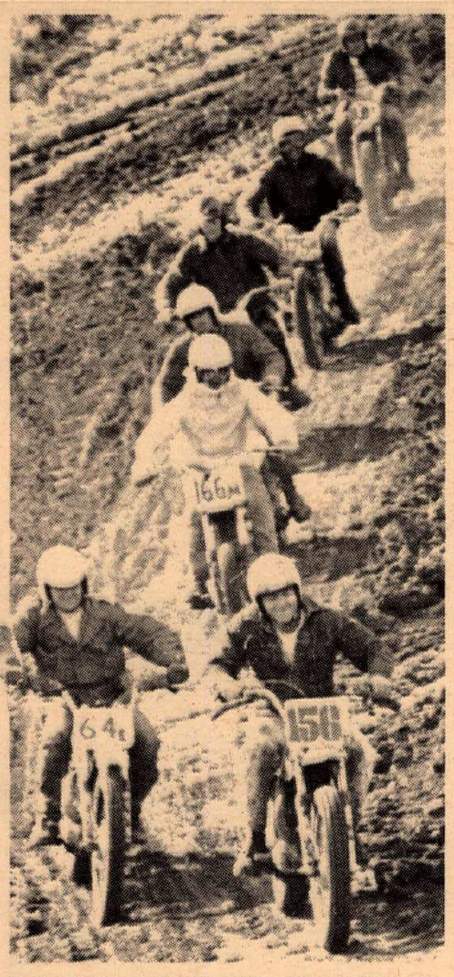
LODI: ANUDDER MUDDER

Story by Dale McKinnon
Photos by Edward Johnson

Several weeks ago the Lodi M.C. held a mud run, and I mean a MUDDER. The setting was the same on March 17 except the mud wasn't as deep; the course had been changed to eliminate the water. The sun came out, drying things out considerably, and it turned into a very fast track.

There weren't many Amateurs and Experts in the 100 class so they ran them with the Novices, Novices riding for their own brass. In all three motos Ron Long got off the line like gang busters. He would hold it for several laps then Jim Childress would overtake him and go on for the win...except in the last one when Ron wouldn't let him by.

Mounted on a BSA Gold Star, #31 Mike Siebert roared to victory in the Lodi Open Amateur/Expert event, winning all three motos in good shape. Dale Gray, also BSA, wound up second.



Bultaco-mounted riders #64 Cloyse Holland and #156 Charles Ivie ran 2-3 behind Michael Strobel, also Bultaco in 250 Novice class.

The 250 Amateur/Expert was by far the most exciting race of the day. Each moto started off with Stan Anderson holding a fantastic lead, no one within miles of him. Jerry Sage and Stan Stanton made the show, however. They rode at breakneck speeds, swapping second place and riding peg-to-peg the whole race. Second place was always in doubt. In the last moto Stan and Terry battled nip and tuck for the final circuits, with Terry coming out on top. In the meantime Stanton and Mike Robinson were having their own little go. Anderson had trouble in the last two motos so first place went to Terry, and Stan Stanton of Nevada City took home top brass in the Amateurs.

Tom Madlem was the only Novice to make 1200 points by winning all three motos. He took a long lead and held it all the way. Mark Musico gave him a pretty rough time of it for several laps in the last one and had to settle for second overall.

Mike Strobel took top honors in the 250 Novice motos by Cloyse Holland second, in three very close battles.

Not too many big boys showed up but the ones who did put on a good show. Mike Siebert was the big gun in the Open Amateur-Expert motos. He took all three rather handily. Dale (Flying Tiger) Grey and Paul McKenzie put on the best show of the day. First one would have the lead and the other one with his front wheel in his back pocket, then one would go down. The next lap same thing except the other way round. They kept this up all three races with the Tiger overall second, and he earned it.

The most interesting races of the day was in the Open Novice. In those Bill Evans was invariably late to the line. The flag would drop just as he got there; that way he got a good running start. He and the starter seemed to have it planned as it was perfectly executed every time. He only got a third the first time but managed to pull off a win the last two. Sometimes a guy might be late for one, but you wouldn't think all three.

But everyone seemed to enjoy the races.

(Results on page 16)

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By: Dave Mason, Ed Kretz and Skip Fordyce
May we urge all customers and friends to get their tickets early.
We are ordering food by tickets sold and anticipate no tickets available at Calico.

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Second Annual
Silver State Classic
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SCRAMBLES
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BIKES BEAT CARS

Left– Larry Bergquist 2nd in.

MINT 400 RALLY

By The Cycle News Staff

When motorcycles, dune buggies, 4-wheel drive Jeeps and production cars are brought together for the purpose of 400 rough miles through every type of Nevada desert, unusual excitement is generated in a city that is used to everything – Las Vegas, Nevada.

The Mint "400" Del Webb Desert Rally started on April 3 with a parade of all entries through the town and led them to the start/finish line which was on the west end of the city. All riders were riding in teams for the 400 miles and the Mint officials stated that it would be at least 20 hours before anyone would be coming back in. Because of this over-estimated time some of the bike riders found themselves waiting at check points for an official to sign their cards and let them continue. Hot Rod Magazine stepped in and signed their cards and took their pictures at the check in case of protest. This kind of responsible press coverage should be rewarded.

Bill Hill (Greeves) of Las Vegas was holding the lead for over half of the race and was probably giving thanks to a lady at the start for his good luck. This lady, after watching Bill's pit crew looking for a cotter pin to get him off the line, walked up and supplied them with a hair-pin and off he went. Six motorcycles were reported to be moving across the desert in the lead. Even so, this reporter heard many side bets being made that the dune buggies would be way ahead of the bikes at the finish.

As we waited in the Press Room at the Mint Hotel for word at each check point, and from the aircraft used to spot and report trouble, we found that there was a lot of giggling going on from the local reporters who seemed to know something the rest of us didn't. It didn't take long to find out that many of the drivers never got past Ash Meadow, check point #3. Ash Meadow, it seems, is a town that is heavily populated by "Ladies of the Evening." This local fun was kept going by a newscaster on local TV who reprted that Parnelli Jones had broken down at Ash Meadow, then realized what he had said and tried to cover a laugh. And so the joke went on as each competitor was reported out at Ash Meadow.

At 11:30 p.m., six motorcycles were reported about an hour and a half out and then began a mad scramble for the finish line. As we waited by the large fire to see if the finish was still going to the motorcycle class, we could watch the lights of one or two machines suddenly appear about 10 miles out across the dark desert floor. They would just as suddenly disappear, then reappear, and we knew that the winners were on their way in. As we watched we were also able to tell that some of them were losing their way, and this was not news as the Mint did have problems in marking the course so that the riders would not go astray, and many I am sure did not finish simply because of the time lost in looking for check points and the finish. The Mint knows they had a problem and has already made changes in their plans for next year.

Smiling Winner J.N. Roberts (Husky) came in after midnight to beat the cars. Spectators waited for over 4 hours intthe desert cold for the first vehicle in.

Five minutes before the first bike crossed the finish line we know that the motorcycles were in the lead...but which one? Tension mounted as we waited in the desert darkness watching a bobbing light coming down the road. No sound was heard, photographers were poised and ready, no one spoke and then we heard the distinct sound of a two-stroke and knew that it was not Bill Hill. J.N. Roberts (Husqvarna) was the victorious overall champion!

Ir was a big day for motorcycles as they swept the first four places, the winner taking home $2500 for his efforts. "It sure felt good to beat out all the four-wheel vehicles," Roberts enthused. "I always knew a motorcycle could take any four-wheel on a desert race. Now we've proved it!" Roberts explained that they had lost their way at check #8 and when he found the course and went on to victory, he met the two former front-runners (Bill Hil and Larry Bergquist) returning to find check #8 and knew he was "home free."

As we left Las Vegas, the city was still talking about the Mint 400 and it seemed a foregone conclusion that the Mint would again be the sponsor next year.

(Results on page 16)

STYLIST...

BE THE KAWASAKI KIND

Castle Rock TT Scrambles

March 31, 1968

1st 250cc A Main

JIM EINARESON

(Jim also took the 250cc Trophy Dash)

1st 200cc A Main

DAN KIRK

(Dan was the winner of the 200cc Trophy Dash)

2nd BOB WIGGINS

3rd LEW THOMPSON

STYLE... Is the word for The Kawasaki Kind. Jim Einareson showed the real winning style at Castle Rock, Washington on March 31, 1968. Kawasaki showed real style in winning the 250cc class and sweeping the 200cc class...and this was the season opener!

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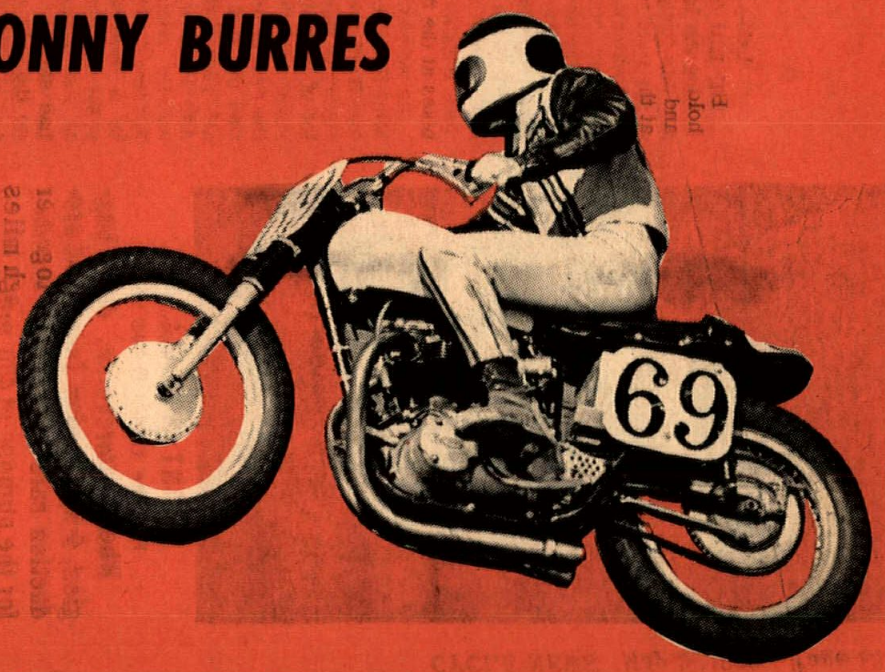
Boise 6-Star TT
April 7, 1968
Triumph takes
1st 2nd 3rd 4th

3rd JIM ODOM

1st SKIP VAN LEEUWEN

Skip took the win aboard a Triumph tuned by Jack Leigh of Portland.

2nd SONNY BURRES



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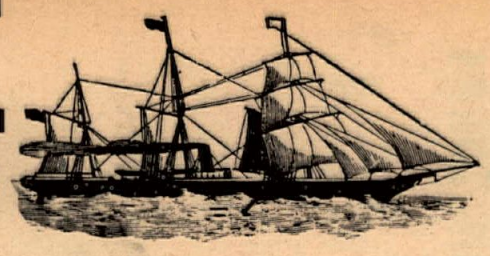


At AFM Vaca Valley road race, LeMans start finds riders off and running (literally) toward their awaiting production machines.

AFM VACAVILLE ROAD RACE:

By Anthony Herbold

The San Francisco Bay Area Chapter of the American Federation of Motorcyclists ran its second National Points road race of the season on Sunday, March 31 at Vaca Valley Raceway in Vacaville, Calif. The practice sessions and the heats ran on schedule, and the mains went quickly and smoothly.

In the afternoon's first final, for the streamlined machines up to 175cc, Reg Pridmore blew his water-cooled Bultaco 125, leaving his running mate, Ernie Caesar, to dominate the race on his air-cooled Bultaco 175. The remainder of the 175 class tended to straggle. Not so the 125s. Pete Giordanengo rode Rick Schell's old Honda well, and Eldon Parker came into his own, and into good money, on his own water-cooled Bultaco. The Ultra-Lightweights put on a show not often seen, really looked like the international class it is. Hondas, Ducatis, and Yamahas all took out after Dr. F.X. Bulto's fantasticos, and the CR Honda finally did the job. The 50s also sped along, what there was of them, but the 100s were definitely out to lunch again. Al Fergoda's 6-speed twin was crippled with a blown crank, and Georganne Muhlberg's own twin was, as her tuner-husband said, diseased.

In the 250cc Grand Prix, what promised to be a solid bid by Yamaha collapsed: Mike Lane never showed up from Bakersfield, and the TD1-Cs of Herbold and Scott came limping into the pits during practice and the heat. It therefore proved impossible to "keep Grant honest." Ron loafed home on his 6-speed 6th place Daytona Suzuki. Nor was the second place X-6 of Ellis Bole ever threatened by the first Yamaha home.

The Junior was again dominated by a tuned stocker, Jerry Greene's Bridgestone, and another stocker, Nick Theroux' Kawasaki, came into the fourth spot. Both of these machines once more proved how fast they are, and they were ridden keenly and competently, so if the streamliners cannot beat them, less power to them. Still, some of the spectators found it less exciting than disappointing to see stockers walk off with a Grand Prix. The class has improved somewhat since its collapse in the middle of the last season, but stands improvement still. It is hoped that more GP-ers will turn up next time, preferably production racers or, at least, back-yard specials. Surely an intelligently and skilfully executed fiberglassed 325 Honda, complete with Ceriani, a Precision Machining cam, a Fontana, and the good Keihins, will appear one of these Sundays, perhaps one of the Daytona Yamahas as well.

Reg Pridmore and Ernie Caesar turned the Sidecar Grand Prix into another of their wide-margin victories, though this one was far more invigorating than most, thanks to the Sidehack Association, which turned out five rigs, thanks also to Bob Johnson and Mike van Laar who pushed their way into second ahead of Fanara and Calleri. Also to be thanked was the start money put up for the class.

The Senior was by unanimous consent the race of the day, a dice between Ron Grant on Suzuki's fifth place Daytona 5-speed and Bill Lyons on Precision Machining's Daytona Amateur winner, the 4-speed Honda 450. Bill dominated the seesaw in the heat, Ron in the final, but Lyons was first over the line in both. Lyons and the Honda were slower down the last half of the straight and all through the turn one sweeper, but faster in the tight left-hander at turn two, more torqued between turns three and five, and coming out of seven into the straight. The Suzuki was overgeared somewhat, but Lyons' Honda can hardly be said to handle any better than the Suzuki, so both riders are to be admired for their smoothness. They distanced the Open Class winner by a country mile at least. This duel may well develop into a steady rivalry. Few riders can beat Grant, and Lyons will be leaning hard, hard to repeat his success.

The overall winner of the Production race was again David Burchards, again the Monroe Motors 500 Suzuki. David held off Jerry Greene's strong challenge on the 350 Bridgestone, had in fact to regain the lead from the smaller machine. Spectators should look for a fast 450 Honda next time, especially since the $100 bonus that Stan Madill of San Francisco Honda put up was not collected this time, and will be increased to $200 at the next race: the money will be taken by any production winner on a Honda, and if more than once class is taken by a Honda, the winners will divide the $200. With a PM cam, legal brake, suspension, and motor modification, a 450 could well take it; for although the Suzuki is fast, it shakes and shivers almost as much as the big Honda, and is far from meteoric. Either way, it will be a race. And perhaps we shall also see a serious bid from a Honda in the 350 or 175 classes too.

The 350 production class continues to improve, and it is hoped that the underpopulated 100 and 175 classes will either come to life or quietly fold their tents and pad off into the night. One can be optimistic about the 250 and Open production classes, for although both have slipped a bit from what they were a year or two back, nothing stands still in racing.

Reflections

It is, alas, all too easy for a reporter to yield to the pressures of Public Relations and Publicity, and turn every race report into a boost or a puff. But reporting should be candid and critical, if necessary censorious, if it is to encourage improvement. This is especially the case in a column such as this, where the reporter – as President of the San Francisco AFM – is far from a consistently disinterested bystander. So let us add up the debits and the credits ingenuously: the AFM can take it, for their first two National races were so solid and successful, that criticism should do nothing but help.

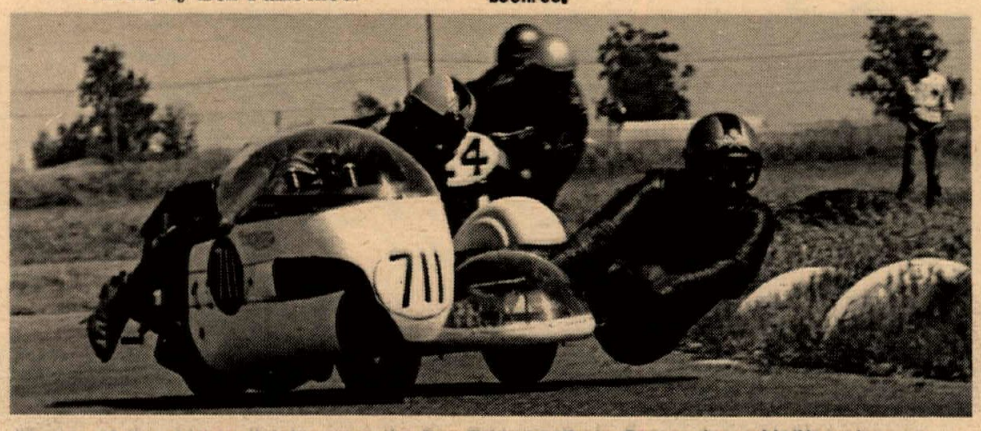
Now many things about this grand prix were right, far "righter" than they have been before. John Renesch, who again promoted the meeting, got three television cameras out on the track to film the running, he arranged for and paid out of the gross a $1000 purse, he had the track cleared by a mechanical sweeper the day before practice, he got the sidehackers to come north (and tried to nab Rayborn as well), and he improved the spectator areas and facilities and concessions. Furthermore, the AFM worked almost everything smoothly, and did work everything fairly, from a very business-like pre-entry system, through registration, the starts, turn control, and announcing, to crowd control and payoff. The AFM has now analyzed the bugs out of the scoring, it placed good photographers at strategic places (including the pits), and has now reduced practice fees for the next race radically and has eliminated riders' admissions charges to professional races entirely. The riders themselves exhibited both excellent morale and generous cooperation, among themselves, with the officials, and before the spectators. They also made the 125, 500, and Sidecar Grands Prix, as well as the 350 and 500 production classes, very professional indeed. And the crowd was big, big and friendly.

Photos by Len Fallscheer

On the other side of the ledger remain the needed improvements. Pre-race publicity now deserves more energy and skill and money than it has merited or received to date, and the number of entries should be increased. There are still too many classes for the machines that actually start, too many weak, sparse classes. Perhaps the FIM affiliates will have to move towards the AMA policy of sanctioning fewer classes; it is not inconceivable that we shall soon see a Grand Prix in these parts which offers only the solid, consistent classes, say the 125, 250, and 500-Open. Finally, it appears, at times at least, that although California is the most populous state in the Union, and the best for road racing, it is neither infinitely big nor best. (Only Texas is that.) A tacit North-South split seems to be developing in racing, for too few ACA and Los Angeles AFM or AMA riders come north, and too few northerners can see their way clear to trekking south anymore. Are there now more road races in California than the spectators will bear? Will we have to shift our energies from running good races to creating good crowds? Or will the races have to be reduced in one way or another? So at least it seems from East Bay, West Bay.

(Results on page 16)

Triumph sidecar team of driver Doug Bingham and passenger Ed Wade didn't count on any grass-track racing, but here they are in the boonies.



Winners of the sidecar division were the Reg Pridmore/Ernie Caesar duo, whistling along on their #711 Triumph three-wheeled rig.

Battle of the day was between #1 Ron Grant (Suzuki) and #82 Bill Lyons (Honda) in the 500cc Senior GP. Lyons wound up victorious.

FRIGID FAST AND FRANTIC

(Or A Cold Day At Sprockets Park)

By Ernie Winslow

With the weather colder than a starter's heart when he points to the back row and means for you to go there, the only thing that resembled heat was the hotly contested events at Sprockets Park in Bakersfield, Calif. Sunday, March 17.

A few tempers might have risen a degree or two at the rider's meeting when referee Don Hughes announced the 90cc Amateur-Expert program. The question was brought up as why it was not called 125cc class. Inasmuch as the bantamweight class begins at 0 and breaks at 125cc and you can't move these bikes into the lightweight class you either have to run them all together or send some of the riders home. Last race the bikes were handicapped as to size through out the program and the general consensus of all riders regardless of bike sizes to this was unfavorable. So after lengthy discussion it was decided (which the referee explained patiently at the beginning) it was the bantamweight class and at times there would be 80, 90, 100, and even 120cc bikes combined together to make a class. It was then called to the riders attention by the referee that all machines will be required to have rubber covers on their footpegs, brake levers, shifting levers and kick starters (TAPE WILL NOT BE ACCEPTED) and three correct number plates. As of March 17 all machines that do not comply with these rules will not be allowed to compete. So all riders note this as to eliminate any possible confusion next race day.

The 90cc Novice program found Ron Typer and a moving Moto Beta turning in a fine ride to win the first place gold with Bridgestone mounted Jay Davis pressing all the way for a close second. The bantamweight amateur-expert go found three 120cc Kawasaki's parade across the finish line. Frank Roseberry served notice on brother Joe that all good things must come to an end as Frank took home the xpert trophy. Amateur Dave Sprayberry dogged the Roseberry brothers all the way to sew up the amateur honors. Expert Mike Lane and amateur Jeff Johnson both riding 90cc Hodakas rounded out the class.

The 200cc events found the 175cc Bridgestones zapping the usually dominant 200cc Bultacos. In the novice class Ron Tobey started things out with an easy win with Rick Blake following suit to pick up the expert affair. Bultaco mounted John Docker of Santa Barabara made the long haul to Bakersfield pay off as he ruled supreme in the amateur event with Guy Smith of Taft also Bridgestone mounted taking home a second place trophy.

Herschel Spurlock riding a 238cc Kawasaki outlasted Howard Howell of Paso Robles on a C-Z to win the 250cc Novice bash. Randy Colby and his steady Harley picked up third place award as the riders in this class were out in full force as usual. The "Bultaco Brigade" invaded the amateur part of this class as the first four places went to "Buls". Tracy Bright of Taft took the number one honors with Tlare's Jim Keener a close second.

After losing a chain in the second moto-cross Midge Griffith really rung the trusty Ducati all out to prove again that he's head "honcho" of the 350 novices. The 500cc novice event found Ed Swortfiguer returning to action after a layoff proving that he still can herd his Honda with the best of them.

Mike Middleton of Mendota gave fair warning to the open novices and amateurs of things to come. This novice showed fine form after moving up from the lighweight class as he beat the amateurs with comparative ease. Jim Mc Cracken of Fresno led the open experts around the track with Alvin Griffith aboard his "snortin" Norton in hot pursuit of Jim's fine running Triumph. The honeymoon was over for Bob Leppek.

Randy Smith (178) leads the pack around turn one at Sprockets Park in Bakersfield, only to be out-powered down the straightaway to take an eventual fifth place finish in the 100cc Amateur/Expert event.

After having his own way as an amateur for six straight races that mean old man that carries those different colored cards in his hip pocket whipped the expert one on Robert and he had to ride hard to salvage a third place. Rick Elisarraras (somebody please nickname this guy "the Lizard" because that's easy to spell) was in contention all the way with his style of riding that only comes from many hours of flattracking at which Rick excells so well. But on the last go around the high winds that were blowing dried the track out just enough to lose its cushion and Rick wound up seated on the track with a grin on his face and a BSA on his lap.

Aboard his hot little Kawasaki, Frank Roseberry (43) copped first place honors in the 90cc Amateur/Expert class.

The next regular event at Sprockets Park is scheduled for April 21. This will be a day race with practice beginning at 10:30 with the first race at noon. The annual Tri-state is May 5 which will be a post entry affair. Entries will be sent to all riders who have rode the Bakersfield scrambles in the last year. Any rider who is in doubt as to receiving an entry may write to the Sprockets Motorcycle Club, P.O. Box 6132, Bakersfield California. If a rider does not have his post entry in, he will be able to sign up on race day but it will be a $5.00 fee. The amount of the post entry fee will be $3.00. This will be one of the finest programs presented by the Sprockets as $800.00 worth of trophies will be awarded for this event.

(Results on page 16)

A.C.E. RIM JACK

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RESULTS

MESA M.C. TT SCRAMBLES
Mesa Speedway
Sun., March 24, 1968

By Bill Harmer

POWDER PUFF MOTO
1. Chris Fujikawa Bri
2. Shirley Newsom Hod
3. Gem Willey Bri

100cc NOVICE MAIN
1. Mike North Bri
2. Bob Silverthorn Hod
3. Dave Stauffer Bul

100cc EXPERT MOTO
1. Jim McGuire Hod
2. Jim Harmon Yam
3. Jay Dunn Bri

200cc NOVICE MOTO
1. Wayne Clark Yam
2. Tim Kaiser Bul
3. Jay Dunn Bri

250cc NOVICE MAIN
1. Vic Hannan Yam
2. Jack Sweeney Bul
3. John Garrish Bul

250cc AMATEUR MOTO
1. Don Emde Suz
2. Ray Vanderpool Yam
3. Larry Collie Kaw

250cc EXPERT MOTO
1. Dick Mills Bul
2. R.W. Ring Hus
3. Gary Landry Bul

500cc NOVICE MOTO
1. Ed. Newcomb Tri
2. Don Danner BSA
3. Ray Vanderpool Yam

OPEN NOVICE MOTO
1. Puffy McGowen BSA
2. Don Hoy Tri
3. Jerry Pendleton Tri

OPEN EXPERT MAIN
1. Don Matthews BSA
2. Al Finana Nor
3. Grant Brown Tri

LIONS M.C. MOTO-CROSS
San Diego, Calif.
Sun., Mar. 24, 1968

100 EXPERT-AMATEUR
1. G. Bailey Hod
2. R. Vesco Yam
3. J. Willis Bul

250 EXPERT-AMATEUR
1. S. Colvin Bul
2. J. Cates Bul
3. J. Bentley Hus

OPEN EXPERT
1. G. Bailey Gre
2. M. Gooding Mai
3. G. Fetty Gre

POWDER PUFF
1. C. Gooding Hod
2. Y. Goodman Hod
3. M. Witten Hod

100 NOVICE
1. C. Claydon Kaw
2. C. Smith Yam
3. K. Shryock Hod

250 NOVICE
1. B. Brown Hus
2. A. Newsom CZ
3. R. Martin Gre

OPEN NOVICE
1. R. Berdyck BSA
2. J. Everly Tri
3. L. Pedrini BSA

BOISE 6-STAR TT
Boise, Idaho
Sun., April 7, 1968

By J.K. Lacey

TROPHY DASHES

NOVICE
1. Ron Bolling Bul

AMATEUR
1. Mark Brelsford Tri

EXPERT
1. Skip Van Leeuwen Tri

NOVICE MAIN EVENT
1. Ron Bolling Bul
2. Squire Tomasie Bul
3. Bill Uhl Suz
4. Charles Sheffel Bul
5. Roy Velasqueq Bul
6. Bill Cook Kaw

AMATEUR MAIN EVENT
1. Jim Rice BSA
2. Mark Brelsford Tri
3. Richard Cook Tri
4. Ike Reed Tri
5. Bill Jamison Tri
6. Robert Haines Tri
7. Bill Lyons Tri
8. Artchie Triber BSA

EXPERT MAIN EVENT
1. Skip Van Leeuwen Tri
2. Sonny Burres Tri
3. Jim Odom Tri
4. Dusty Coppage Tri
5. Dave Clarke H-D
6. Don McLeod H-D
7. Ron Hoppe Nor
8. Dan Holton Tri
9. Emil Ahola Nor
10. Darrel Triber BSA

SALINAS RAMBLERS SCRAMBLES
Salinas, Calif.
Sun., Mar. 24, 1968

By Larry Stewart

650 EXPERT
1. Bruce Anderson Tri
2. Bob Fortino Tri
3. Dan Clausen BSA
4. J.F. McCullough Tri
5. John Frazer Tri

650 AMATEUR
1. Kenneth Price Tri
2. Bob Bellino Tri
3. Frank Sanchez Tri
4. Lonnie Lacy Tri
5. Ed Garza Tri

650 NOVICE
1. Jan Mireault Tri
2. Greg Rondy Tri
3. Dave Cadwallader Tri
4. Robert Fowkes BSA
5. Marc Smith BSA
6. Robert Perez Tri
7. Mike Young BSA
8. Gerald Ferreira Tri

350-500 EXPERT
1. Mark Brelsford Bul
2. Bob Grossi Tri
3. Don Castro Tri
4. Bill Verbiscio Mon

350-500 AMATEUR
1. John Paro Tri
2. Bill Castor BSA
3. Don Chisholm Gre
4. Guy Burke BSA

500 NOVICE
1. Norm Seidel BSA
2. Richard Crane Tri
3. Lou Spinazza BSA
4. Bill Jenrick BSA
5. Ronald Rima Mai
6. James Monroe Tri
7. Billy Williams Tri
8. Dean Henningsen Tri

350 NOVICE
1. Richard Small Hon
2. Dennis Pelphrey Hon
3. Heinz Zerr Hon
4. Willis Wymer BSA
5. John Willis Yam
6. Ron Douglas Hon
7. Jerry Floyd Hon
8. Thomas Perdue Duc

250 EXPERT
1. Bob Grossi Mon
2. Gene Conant Bul
3. Lance Anderson Bul
4. Bruce Anderson Mon
5. Steve Muscatell Hus

250 AMATEUR
1. Dave Bellina Bul
2. Dick Plowman Hus
3. Bill Castor Suz
4. Richard Steiner Bul
5. Frank Hall Bul

250 NOVICE
1. Jan Mireault Bul
2. Bill Alvien Mon
3. Robert Small Mon
4. Floyd Wiggins Bul
5. George Humphreys Hus

200 AMATEUR
1. Scott Diffenbaugh Hon
2. Lynn Mobley Bul
3. Larry Darr Bul

200 NOVICE
1. Ronald Norton Bul
2. Stephen Jarrell Bul
3. Jon Ogilvie Bul
4. Stephen Pestoni Suz
5. Richard Whorton Bul

ELSINORE TT Calif.
Sat., April 6, 1968

By Don Wallen

100 NOVICE
1. J. Dunn Bri
2. J. Arledge Yam
3. G. Barrett Yam

200 NOVICE
1. K. Tennis Hod
2. B. Hisey Bul
3. R. Norman Bul

250 NOVICE
1. S. Rispin Bul
2. R. Ellis Bul
3. R. Marquis Hon

350 NOVICE
1. M. Harrison Duc
2. J. Johnson Hon
3. R. Babio Hon

500 NOVICE
1. S. Burkman BSA
2. R. Vanderpool Yam
3. E. Hann Tri

OPEN NOVICE
1. L. Vallery Tri
2. E. Ekdahl Tri
3. R. Meyer Hus

100 EXPERT
1. S. Nichols Hon
2. J. Dunn Bri
3. S. McMahon Yam

250 EXPERT
1. R. Ellis Bul
2. R. Vanderpool Bul
3. S. Rogers Bul

500 EXPERT
1. K. Johnson Mai
2. R. Nichols Tri
3. J. Kato BSA

SCTA ENGLISH TRIALS
Canyon Crest, Cal.
Sun., March 24, 1968

MASTER

*	1. Jim Wilson	16 pts.	Gre
*	2. Bob Grove	18	Gre
*	3. Jack Ward	41	Tri
*	4. David Smith	50	Bul
	5. Dave Evans	51	Bul
	6. Harry Brattin	56	Tri
	7. Lee Rombeau	62	Hod
	8. Sig Erson	64	Gre
	9. John Amy	65	Gre
	10. Jack Kavanaugh	66	Gre
	7. Don Morgan	61	Gre

EXPERT

*	1. John Walters	41	Hon
*	2. Duane Stone	48	Gre
	3. Bod Brookhart	62	Hod
	4. Joe Ward	65	Bul
	5. Warner Mobley	64	Bul
	6. Jim Bollingmo	75	Mat
	7. George Steward	76	Tri

AMATEUR HEAVYWEIGHT

*	1. Jim Mayser	41	Bul
*	2. Wally Albright	52	BSA
*	3. William Smith	56	BSA
*	4. Jim Ward	57	BSA
	5. Dion Hansen	82	BSA
	6. William Haynes	83	Tri
	7. G.L. Williams	85	BSA

AMATEUR WOMEN

*	1. Sondra Hutchinson	11	Hod
*	2. Peggy Bell	11	Bul
*	3. Edna Evans	20	Yam
*	4. Gayle Bell	20	Hod
	5. Mollie Jones	23	Gre
	5. Ginny Bird	23	Hod
	6. Doreen Portner	29	Hon
	7. Judy Shader	31	Kaw

AMATEUR LIGHTWEIGHT

*	1. Don Lawrence	5	Bul
*	2. Cary Temple	13	Bul
*	3. Gary Davis	16	Gre
*	4. Larry Berg	17	Bul
*	5. Ron Roach	18	Tri
*	5. Roy Sheridan	18	Tri
*	6. Tom McGeachin	26	Bul
*	7. W.E. Burdine	28	Bul

AMATEUR KIDS (Under 12 yrs.)

*	1. Greg Lersch	0	Hod
*	2. Ronald Fry	12	Yam
	3. Wayne Fry, Jr.	18	Yam
	4. Debra Evans	21	Suz
	5. Rocky Kavanaugh	22	Hod

AM. ULTRA LIGHTWEIGHT

*	1. Kevin Walker	13	Hod
*	2. Walt Bird	24	Hod
*	3. Gary Barton	26	Hod
*	4. Gary Jones	32	Hod
*	5. John Erson	37	Hod
*	6. Dee Cameron	39	Hod
	7. Gale Searing	43	Hod

*Denotes Trophy Winners

GROUNDSHAKERS HARE SCRAMBLES
Las Vegas, Nev.
March 24, 1968

By K. Scales

1.	Max Switzer	1st Ex.	Gre
2.	Tom Scales	1st Nov	Hus
3.	Pete Ries	1st Nov	Tri
4.	Bob Mikulski	2nd Nov	Tri
5.	Red Van Buskirk	3rd Nov	CZ
6.	Terry Griebel	4th Ex	Mai
7.	Gil Vega	1st Ex	Tri
8.	Fred Morgenstern	1st Am	Gre
9.	Jim Haynes	2nd Am	Mon
10.	Kibby Scales	1st Nov	Gre
11.	Nick Thomsen	2nd Nov	Gre
12.	Lou Baker	3rd Nov	Gre
13.	John Damico	4th Nov	Gre

100cc

1.	Ken Cameron	1st Ex	Sac
2.	David Katz	1st Nov	Hod
3.	Larry Hamm	2nd Nov	Hon
4.	Jim Burger	3rd Nov	MB
5.	Bob Sharp	4th Nov	Hon
6.	Pete Buck	5th Nov	Hod
7.	Dale Ferguson	6th Nov	Hod
8.	Tony Decker	7th Nov	Yam
9.	Jerry Carroll	8th Nov	Hon
10.	Gary Meredith	9th Nov	Hon
11.	Ray Davis	10th Nov	Hod

CASTLE ROCK SCRAMBLES
Sun., Mar. 31, 1968

By Vic Ebbutt

TROPHY DASHES
200cc: Dan Kirk Kaw
250cc: Jim Einarsson Kaw
500cc: Dick Jagow Gre
Open: T.L. Hoglan Nor

100cc A MAIN
1. Bill Langley Hod
2. Rich Durward Hon
3. Mark Baker Hon

200cc A MAIN
1. Dan Kirk Kaw
2. Bob Wiggins Kaw
3. Lee Thompson Kaw

250cc A MAIN
1. Jim Einarsson Kaw
2. Jerry Robertson Bul
3. Roy Stenlund Mon

500cc A MAIN
1. Dick Jagow Gre
2. Jack Mott Tri
3. Jerry Kouvo Hon

OPEN A MAIN
1. Sonny Burres Tri
2. Sandy Saunders Tri
3. Dick Jagow Mat

AFM SAN FRANCISCO PROFESSIONAL GRAND PRIX
Vaca Valley Raceway
Vacaville, Calif. Mar. 31, 1968

FIM 50cc MICRO-LTWT. GP
1. Ed Clement Hon
2. Bill Cleghorn Hon
3. Charles Martinez Hon

NATIONAL 100cc GP
1. Val Howard Yam
2. Georganne Muhlberg Yam
3. John Pitts Suz

FIM 125cc ULTRA-LTWT. GP
1. Pete Giordanengo Hon
2. Eldon Parker Bul
3. Bob Barker Duc
4. Chief Galbraith Bul
5. Ron Shuman Hon
6. Tom Kunich Hon
7. Oswald Auer Yam

NATIONAL 175cc GP
1. Ernie Caesar Bul
2. Rich Stuelke Hon
3. Mike de Vries Bri
4. Robert Savely Hon
5. Fred Muhlberg Hon

FIM 250cc LTWEIGHT GP
1. Ron Grant Suz
2. Ellis Bole Suz
3. Harold Parks Yam
4. Tom Finlay Yam
5. Frank Ambrosi Yam
6. Geoff Ryan Bul
7. Ronald Mits Kaw

FIM 350cc JUNIOR GP
1. Jerry Greene Bri
2. James Chen Hon
3. Merv Wright Nor
4. Nick Theroux Kaw
5. Bob Bender AJS
6. Bill Stockham Hon
7. Tom McIlhattan Yam
8. Chief Galbraith Hon

FIM 500cc SENIOR GP
1. Bill Lyons Hon
2. Ron Grant Suz
3. Dick Kilgroe Hon
4. John Fritz Tri
5. Jack Nichol Tri
6. Peter Paskin Suz
7. Anthony Ball Nor
8. Chuck Giordanengo Hon
9. Tom Young BSA

NATIONAL OPEN GP
1. Phil Makanna Nor
2. Don Castro Tri
3. Kim Stuart Tri
4. Rick Perkinson Tri
5. John McGillvray Tri

FIM SIDECAR GP
1. Reg Pridmore—Ernie Caesar Tri
2. Bob Johnson—Mike van Laar H-D
3. Dave Fanara—Dave Calleri Tri
4. Doug Bingham—Ed Wade Tri
5. Bob Bakker—Bob Bender BSA

PRODUCTION 175 GP
1. Carl Whelan Suz
2. Moe Conserriere Oss

PRODUCTION 250cc GP
1. Joe Tone Suz
2. Dave Calleri Suz
3. David Scott Yam
4. Jerry Boyer Suz
5. Don Turner Kaw
6. Ted Jewell Duc

PRODUCTION 350cc GP
1. Jerry Greene Bri
2. Nick Theroux Kaw
3. James Chen Hon
4. Jerry Gordon Yam
5. John Evans Hon
6. Bob Gunther Yam
7. Alfred Varian Bri
8. Al Bracken Yam

PRODUCTION 500cc GP
1. David Burchards Suz
2. George Keys Hon
3. Frank Ambrosi Vel
4. Melvin Nichols Hon
5. Robert Gross Tri

PRODUCTION OPEN GP
1. Ed Estrada Tri
2. Doug Rader Tri
3. Andy Bauman Tri

DEADMAN'S POINT EUROPEAN SCRAMBLES
Sun., March 7, 1968

By Bill Pettigrew

TRAIL BIKES
1. Bob McLaughlin Sac
2. Wes Anderson Jr. Hod
3. Mike Keena Hod
4. Carl Steven Sac
5. Bill Barkkari Hod

250cc CLASS
1. Glenn Thomas Gre
2. Dave Lopera Gre
3. N.J. Marcinkovich Hus
4. L. Pfutzenreuter Bul
5. Walt Vanderhoet Hus

OPEN CLASS
1. John Bailey Bul
2. Doyle Fields Tri
3. Tim Smith Mon
4. Dennis Rempel Hus
5. Buddy Ferro Tri

TRINITY TRAILSTERS ROUGH SCRAMBLES
Willow Creek, Calif.
March 24, 1968

By Tom Dilling

0-125
1. Billy Huett Hon
2. Don McMorrow Hon
3. Tom Dilling Hon

250 "B"
1. Ron Finch Hus
2. Rick Evens Hon
3. Burt Strickland BSA

250 "A"
1. Robin Foley Hon
2. Bill Law Gre
3. Dick Maxwell Gre

OPEN CLASS
1. Lou Brero (tie) Hus
1. Gordon Kuhnle (tie) BSA
2. Gary Howard Tri
3. Dave Reynolds Tri

LODI SCRAMBLES
Lodi, Calif.
Sun., Mar. 17, 1968

By Dale McKinnon

100 CLASS
1. Dennis Robinson Hod
2. Dayl MacDonnald M-B
3. Lee Reed Bri

100 AM.-EX.
1. Jim Childress Bri
2. Ron Long Bri

250 CLASS
1. Tom Madlem Bul
2. Mark Musico Bul
3. Bill Ciarnello Bul

250 CLASS
1. Michael Strobel Bul
2. Cloyse Holland Bul
3. Charles Ivie Bul

250 AMATEUR
1. Stan Stanton Bul
2. Mike Robinson Hus
3. Keith Charlson Hus

250 EXPERT
1. Terry Sage Bul
2. Stan Anderson Bul

OPEN CLASS
1. Bill Evans BSA
2. Joan Berden Tri
3. Bud Smith Tri

OPEN AM-EX.
1. Mike Siebert BSA
2. Dale Gray BSA
3. John Cuthbertson Hon

LIONS DRAG RESULTS
Sun., April 7, 1968

TOP STOCK STREET:

Sommers	Suz	13.28	98,03
AA — Troy	H-D	13.98	93.26
A — Herrera	H-D	14.67	89.28
B — Park	Tri	14.19	90.18
C — Sommers	Suz	13.28	98.03
D — Baldewicz	Yam	15.05	84.03
E — Janes	Suz	14.72	85.30
F — Steve Smith	Hon	18.83	64.55

TOP MODIFIED STREET:

C. Cash	Suz	12.69	98.68
A — McCarty	H-D	13.37	98.90
B — Strickland	BSA	12.96	103.80
D — Cash	Suz	12.69	98.68
F — Kittleson	Hon	18.43	66.76

GAS:

A — Alvarez	H-D	12.45	110.93
D — Watters	Hon	13.42	95.74

FUEL:

AA — Boris Murray	Tri	10.80	139.00

IRWINDALE
Sat., April 6, 1968

TOP FUEL:

Leo Payne	H-D	9.77	150.00

RUNNERUP:

Joe Smith	H-D	10.22	140.00

MINT 400 DESERT RALLY
Las Vegas, Nev.,
April 2-4, 1968

MOTORCYCLE DIVISION
(1st 4 OVERALL finishers)

1.	J.N. Roberts/ Gary Lunders	Hus	12:30.32 (Time)
2.	Larry Bergquist/ Gary Preston	Hon	13:09.27
3.	Bud Ekins/Max Switzer	Tri	15:25.30
4.	Bill Hill/Terry Griebe Griebel	Gre	15:55.49
5.	Bob Ewing/James Martino	BSA	16:06.09

DUNE BUGGY DIVISION
(1st 5 finishers)

1.	Eugene Hirst/Al Halz	VW Bug	16:01.32
2.	Rick James/Mike Konle	VW Bug	18:50.20
3.	Drino Miller/ Steve Kieman	VW Bug	18:39.06
4.	Dave Leitz/ Bob Watts	VW Bug	19:29.03
5.	Bobby O'Hara/ Donald Kroesen	VW Bug	19:32.14

RESULTS

SAN ANGELO SPORTSMAN ROAD RACES
San Angelo, Texas
Sun., March 31, 1968

By John Blanton

200cc PRODUCTION
1. Jet Thorpe — Yam
2. Jim Schwartz — Yam
3. Bill Stigen — Suz

500cc PRODUCTION
1. Bently Hardwicke — Suz
2. Winston Stelter — Yam
3. Jim Gardner — Hon

100cc HEAT
1. Mike Kidd — Yam
2. Don Crook — Yam
3. Darryl Hurst — Yam
4. Keith Jenkins — Bri

200cc HEAT
1. Mike Kidd — Bul
2. Bently Hardwicke — Hon
3. R.E. Frederich — Hon
4. Butch Stubblefield — Bri
5. Willard Kelly — Hon
6. Casey Jones — Hon
7. George Johnson — Yam

COMBINED 250cc/OPEN HEAT
1. Rusty Bradley — Yam
2. Norman Stovall — Yam
3. Bently Hardwicke — Yam
4. Robert E. Lee — Yam
5. Ronnie Doyle — Tri

200cc FINAL
1. Mike Kidd — Bul
2. Don Crook — Yam
3. Allan Jackson — Yam
4. Butch Stubblefield — Bri
5. Darryl Hurst — Yam

COMBINED 250cc/OPEN FINAL
1. Norman Stovall — Yam
2. Leroy Ferry — H-D
3. Butch Stubblefield — Yam
4. Robert E. Lee — Yam
5. Jimmy Foster — Yam
6. Bently Hardwicke — Yam
7. Glen Douglass — H-D

CAMPBELL M.C. HILLCLIMB
Bakersfield, Calif.
Sun., March 31, 1968

By M.J. Oxford

200 NOVICE
1. Bill Hartwich — 190 ft.
2. Larry Silva — 185 ft.

250 NOVICE
1. Manuel Ponti, Jr. — 7.30 sec.
2. Steve Brooks — 7.91 sec.
3. Wayne Ridriques — 8.71 sec.
4. Archie Pruett — 9.38 sec.
5. Fred Bush — 9.93 sec.

250 EXPERT
1. Manuel Ponti, Sr. — 7.48 sec.
2. Albert Ponti — 8.00 sec.

350 NOVICE
1. Clay Catlett — 8.88 sec.
2. Melvin Carlton — 10.86 sec.
3. Larry Spittler — 200 ft.
4. Roger Voyles — 170 ft.

500 NOVICE
1. Mike Rosingano — 8.21 sec.
2. Gorden Miller — 8.22 sec.
3. Ed Beutler — 8.33 sec.
4. Chuck Stewell — 8.82 sec.

650 NOVICE
1. Steve Brooks — 5.82 sec.
2. Leonard Sandoval — 6.93 sec.
3. Dennis Pappani — 6.95 sec.
4. Mike Whalen — 7.24 sec.
5. Gary Wemmer — 7.42 sec.

650 AMATEUR
1. Don Cody — 6.01 sec.
2. Ron Little — 6.95 sec.

650 EXPERT
1. Frank Durso — 5.82 sec.
2. Sam Arebo Jr. — 6.07 sec.

TOP TIMES OF THE DAY
1. Frank Durso — BSA — 5.82 sec.
1. Steve Brooks — Tri — 5.82 sec.

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2nd Pl. 500 Am. Jim Beres 350 El Bandido

ORANGE COUNTY INTERNATIONAL RACEWAY
April 7, 1968

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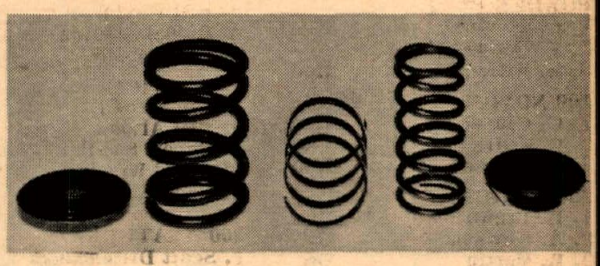

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BOISE TT

BOISE 6-STAR PROFESSIONAL TT: VAN LEEUWEN LEADS THE WAY

Story and Photos by J.K. Lacey

Nationally ranked Skip Van Leeuwen shook off the hex that has kept him from winning the Expert first place money at Boise, Idaho, and copped the $50 trophy dash, his heat race, and the thrill-a-minute Expert Main Event, Sunday, April 7.

With the top Expert riders refusing to ride Ascot, many of them came to the Boise 6-star TT, which always runs in April and offers lots of dough. Dusty Coppage was there aboard the Beaverton Triumph; Jim Odom appeared on a fine-looking rig and took third in the Main after curing carburetor problems that threatened all afternoon.

Sonny Burres rode his usual fine looking Triumph with much credit going to one Paul Bancroft of Boise who burned a little midnight oil making the Burres machine right, Van Leeuwen, who flew in as Coppage did the night before, was on the Gene Curry Triumph, and also up from California were San Francisco's H-D ace Mert Lawwill, plus three Amateur go-fasters, Mark Brelsford, Jim Rice and Bill Jamison.

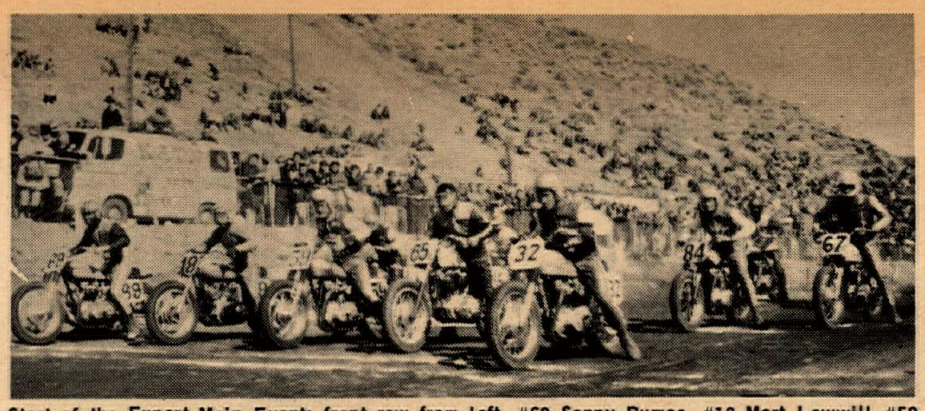
Californians Come Through

Californian Ron Bolling set the pace on Novice day, Saturday, with the fastest time and heat race win. Sunday, the fastest fifteen of the original 64 Novices ran for their share of the gold and again Bolling put it on 'em bad. He also won

Sonny Burres, National Number 69, set fast time of the day on his Triumph, broke the track record to boot.

the Trophy Dash, turning times that the Amateurs and Experts were hard put to beat.

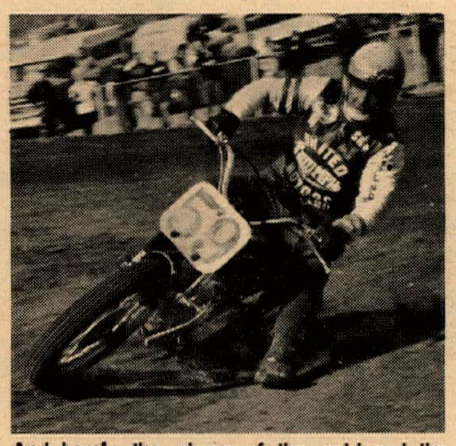
BSA-mounted Jim Rice, riding one of the better-going Birmingham machines, showed the Northwest people why he is highly rated in California by coming back strong in the Main to take away the lead, not once, but twice, from Mark Brelsford, Trophy Dash winner. Brelsford, traveling with Odom, grabbed the lead and held it for several laps while dogged by Rice who in turn took over on lap eight. On the next lap Brelsford drove out of the big half-mile corner and retook the lead on the up-hill straight, only to lose it again to Rice who must have had a burr under his saddle as he was not to be headed again. R. Cook, Ike Reed, and Bill Jamison fought many laps before Cook got loose and into a solid third leaving the other two, while back in the pack things just sort of settled and awaited the checkered flag.



Start of the Expert Main Event: front row from left, #69 Sonny Burres, #18 Mert Lawwill, #59 Skip Van Leeuwen, #65v Dave Clarke; #32 Dusty Coppage.

With a good even start the Experts blasted off, all except poor Mert Lawwill who snapped his chain as he had done in his heat race. Mert was given time to repair, but the tremendous torque from the Harley had broken something else so the show started again, minus one M. Lawwill. Sonny Burres got the scratch as he had been doing all afternoon, and led the host of Experts on their merry chase. Van Leeuwen, never more than a few feet behind, was followed by Coppage, Dave Clarke, Don McLeod, Ron Hoppe, Odom, and the rest. In the back-field places were changing all the time. Odom came up through the bunch one by one and took over third by nailing down Coppage at the right-hander, McLeod fought with Clarke and Hoppe, Clarke finally getting away, and Washington's Emil Ahola slipped slowly back to end up in a final ninth position.

MEANWHILE, Skipper put the gas to it and got the better drive out of the big half-mile sweeper and grabbed the lead from Burres at the starting line. He went on to stretch it out a bit and the race settled down. With two of 28 laps to go Burres worked free from traffic and nothing separated him from that first place money except Van Leeuwen so up he came. Receiving wide-lead signals from his pit, Van Leeuwen slowed and just kept pace. Or so he thought. One lap to go and still unaware of the charging Burres, Skip had that safe hundred yard lead and cooled it across the finish line with Burres at top rpm no more than 30 feet behind! "Never wanted it that close," said Skip later. Burres came so close to catching the unsuspecting Van Leeuwen that it was almost a heart-breaker. And Sonny had the fastest time of the day, collecting the $50 fast time money along with the new track record.



And here's the winner of the gold and the glory, Triumph-mounted Skip Van Leeuwen.

The Owyhee M.C. of Boise really put on a good race. The track was in its best shape, crowd control was better than ever and Owyhee president Allen McIntire extended your reporter his best. Quite a load rests on his shoulders during race week. Just wish he could control the weather. Would you believe it snowed three times during the afternoon's events and the ole' sun came right back out to chase it away? Well it did, and made for a good day's racing anyway.

(Results on page 16)

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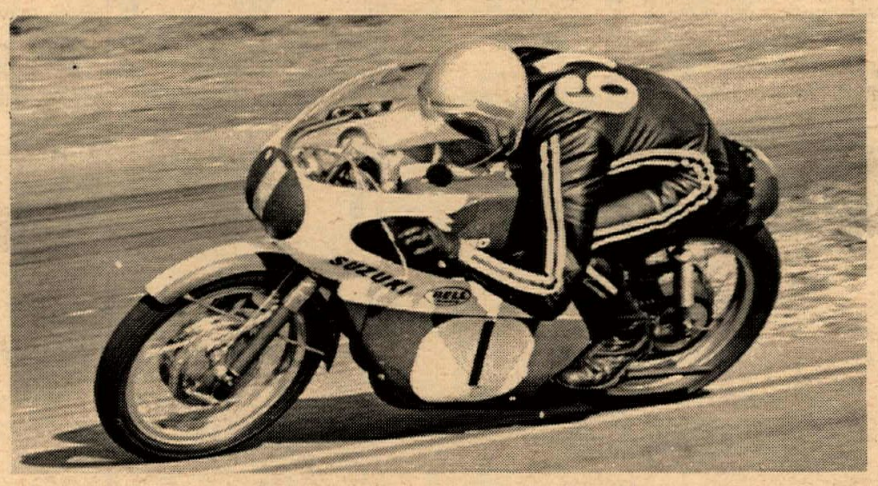
ORANGE COUNTY INTERNATIONAL RACEWAY April 7, 1968



1st 500 Grand Prix Class RON GRANT

VACA VALLEY RACEWAY March 31, 1968

1st 250 Grand Prix Class RON GRANT

2nd ELLIS BOLE

1st 175 Production Class CARL WHELAN

1st 250 Production Class JOE TONE

2nd DAVE CALLERI

1st 500 Production Class D. BURCHARDS

SUZUKI

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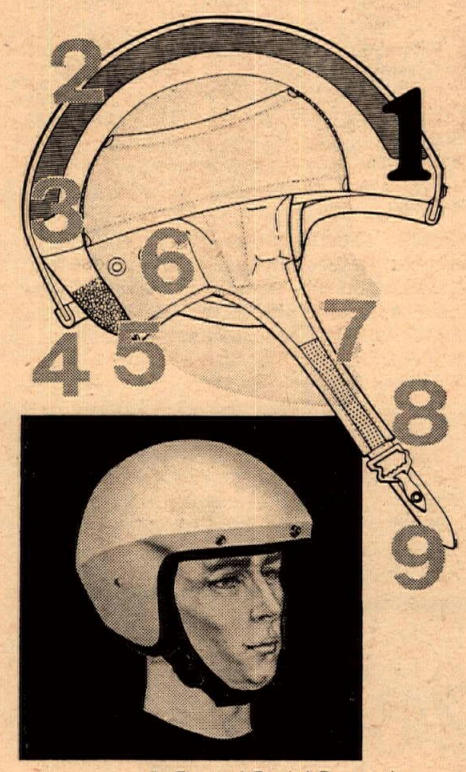

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GROUND SHAKERS SCRAMBLES

By K. Scales

The first desert race of the year in Las Vegas, Nevada on March 24 saw 39 bikes lined up for a LeMans start and the race to the smoke bomb. At the drop of the banner the race started with Dutch Cunningham (Greeves) leading the way to the smoke bomb, closely followed by Tom Scales (Husqvarna), Red Van Buskirk (CZ) and Max Switzer (Greeves).

At the end of the first loop, it was Max Switzer leading, which he did for all three 25-mile loops, with Tom Scales, second, and Red Van Burkirk third. The battle for second over-all continued and at the end of the second loop Van Burkirk was second, with Scales running third. Van Buskirk ran out of gas in the third loop, and Scales took second spot and first 500 Novice Class.

Another duel for third over-all was going on between Pete Ries and Bob Mikulski, both Triumph mounted. After numerous changes in position, Pete Ries nosed out Bob Mikulski at the finish line, to take third over-all, and first in the Open Class, with Mikulski taking second in the 500 Novice Class.

Greeves-mounted Fred Morgenstern took the first 250cc Amateur spot with Jim Haynes second on his Montesa. Haynes ran out of gas in the second loop within sight of the pits. R ling hard in the third loop Haynes was able to make up enough time to capture second Amateur spot.

Riding an excellent race and leading the 250-Novice Division for the first loop was Gary Stewart (Greeves). At the start of the second loop, engine trouble took Gary out of the race. Kibby Scales (Greeves) was leading at the start of the third loop, and crossed the finish line first, with Nick Thomsen, also Greeves, second.

In the 100cc class it was Ken Cameron and his flying Sachs all the way. With the small bikes making only two loops Cameron built up a tremendous lead and at the finish of the second loop, he was running 6th over-all and first 100cc Expert. David Katz (Hodaka) took first Novice with Larry Hamm (Honda) second.

The course was well-limed, danger-marked and covered about every type of terrain to be found in the desert.

(Results on page 16)

HUSQVARNA EXPANDS DISTRIBUTION APPOINTS PENTON EASTERN DISTRIBUTOR

The appointment of Penton Imports of Amherst, Ohio, a Cleveland suburb, as Eastern distributor for Husqvarna of Sweden, Inc.,

"The President of Penton Imports is the well-known John Penton, winner of 24 national endurance championships and a 25-year veteran in the field of motorcycle competition."

"The success of our Moto-Cross cycles in both the 250cc and 360cc versions has encouraged us to expand our operations in the United State and we look forward to increasing acceptance with the introduction of the new 250cc Enduro Viking," Farnstrom said in making the announcement.

"Med International of LaMesa, California, a San Diego suburb, will continue to be the Western distributor," Farnstrom said. Edison Dye is the president of this organization, which so successfully introduced the Moto-Cross Huskies to the American competition scene.

Plans are underway to increase the number of dealerships throughout the East and the West as Husqvarna plans to bring back the Swedish riders who have had such good success in the past two years.

Torsten Hallman, four time World Moto-Cross Champion who put together back-to-back wins in 1966 and 1967, again will be riding his 250cc Huskie as a member of this outstanding team of European riders.

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DOUBLE DUELLING

By Joe Timmons

The Hi-Jinx Moto-Cross at Riverside, Cal., on Sunday, March 17 turned out to be duel between four skillful and expert riders. First place contenders in the double duel were Gary Bailey and Phil Wood, while third place was fought for by Tom Rapp and Steve Paul.

The event consisted of three half-hour races with a break between for repairs. The course was one of mud, hills, and rocks. There were only a few muddy spots, but after two hard races, air just served to dry the mud clinging to them. More then a few bikes slid out on the steep incline where the course wound around the side of one hill.

Bailey led every race from the start with Wood not far behind. With Wood running Bailey's exhaust through his air cleaner, he haunted the leader throughout each race. However, the Expert classed Bailey proved too much for Wood, although both rode outstanding races.

Not far behind this duelling pair were Tom Rapp and Steve Paul, engrossed in their own struggle for third place. Every lap after the two leaders went by, these two could be seen pouring on the gas pulling for third. Rapp won the first battle for the position. In the second race Steve Paul acquired the position, and Rapp took it from a tiring Paul in the last race. Incidently, Walt Bird was 5th in every race. If anything, it was a consistent showing.

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For further information, contact Ted Lapadakis, at Hercules Dist. Co., LTD, 11718 Santa Monica Blvd., Los Angeles, California 90025.

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DIST. 37 SPORTS COMMITTEE MEETING FOR APRIL

By Maureen Lee

The District has taken a big step forward with the news Thursday night, April 4 that from now on a helicopter can be used for transporting injured riders to a hospital from desert runs. "DBA Helicopters Unlimited" will provide the aircraft and have either a registered nurse or qualified first aid man on board for approximately the same fee as a ground ambulance would cost.

The copter will be trailered out to the pit area of a run, remaining for 1 hour prior to start until 2 hours after finish. The fee will be paid from the riders 25¢ ambulance fee plus the following: $10 per 10th of an hour flying time, $10 minimum. The company would need 400 riders per run to break even but will supplement this by fees charged if picking up an injured rider and from bringing in broken down machines in a sling to the pits from inaccessible areas. No fee will be charged for the copter to leave the pit area; the fee starts from the time the man or machine is loaded aboard for either a trip to the hospital or the pit area. Two injured can be carried in protected baskets at the same time. Nelson (Checkers) made the motion that we use this service, duly seconded and carried overwhelmingly with one dissenter.

Booklets were passed out from the Bureau of Land Management, Department of the Interior on the use of motorcycles on California public lands with President Ron Sloan asking that all clubs give full co-operation to the Department should any of their personnel attend a desert race, as the investigation is of importance to all who ride the desert.

Competition Committee

New rulings were read. Clubs had not been conducting the mandatory technical inspections in some cases at scrambles, so as to put more teeth into this rule, from now on the following peanlty is that the event will be declared a no-point run for the day and the sponsoring club will be fined $50.00. The idea behind this is to make each rider aware of the fact that it is also his responsibility to uphold District rules by insisting that he receive an inspection of his machine prior to racing; otherwise he could find out that he received no points for that day.

In desert events the area between the start and the smoke bomb is not part of the marked course so therefore can be scouted prior to the start without disqualification. However, from the smoke bomb on out is the marked course and may not be scouted prior to the start.

Sidehack rules as proposed by that Association were adopted as a supplement to the District 37 rulebook.

Cancellations and Runs Scheduled

The Hawthorne Gophers have disbanded as a District club and therefore have cancelled remaining 1968 runs. The California Gophers have cancelled their scrambles April 28th, as did the Greyhounds for May 30th. The Rams and the Victors M.C. will hold a joint benefit run, Thursday May 30th for Dave Ekins and John Stein. The moto-cross calendar was opened for bids with the following clubs requesting dates: Prospectors, Nov. 24th; Anteloped Ramblers, June 9th; San Bernardino Valley, October 27th; Dirt Diggers, November 11-12th.

THE FINISH LINE

By Roxy Rockwood

Skip Van Leeuwen journyed to Boise, Idaho last Sunday to again bring the so called "Northwest TT" championship title back to So. Calif.

Skip reports that the weather was so bad it appeared as though they were trying to put the "freeze" on the California riders.

Each year, for some unknown reason, the local club in Boise holds the event on the first Sunday in April. This is the second time in four years that snow has fallen on the event.

The Northwest title race brings to mind a few years back when the race was run in the state of Montana. The race itself was pretty much a well kept secret until Eddie Kretz somehow got the word via the grapevine and decided to enter.

At that time they had a rule up that way that if a rider could win the race three times in a row he could keep the large trophy that was given to the winner annually.

Eddie more or less was invited up to the first race. He won that one. The next year it was somewhat more difficult to find out when and if the race was to be run – but Eddie again, through the grapevine, found out and again traveled to Montana.

The then-young Kretz again won the race and again brought the trophy back to California for the second straight year with a promise from all concerned up Montana way that he would be most welcome to come back the following year and try for three in a row.

Next year came and Eddie spent many hours trying to find out when the race would come off and where it would be held. This was about seven years ago – and he is still waiting for that long overdue invitation.

In the meantime, the twice-won trophy sets on the shelf, along with many others won by the former national TT champ. Riders, it appears, can wear out their welcome when they travel outside of what was once referred to as the "Iron Curtain" that surrounds California and its own races and rules.

Gene Romero, Mert Lawwill and Van Leeuwen have all won the one and only race that is run for the money in Idaho.

Lawwill traveled back to his home town one year to compete in the race. This was shortly after he had moved from Idaho to California due to lack of professionals racing up there.

He arrived all shining and bright with a red hot piece of equipment only to "blow" the engine early in practice. One of Mert's old buddies happened to have a shop nearby and they quickly beat a retreat in to town to see what was in the back room and available to race.

Mert said all that was available was an old cow-trailing machine and it was not even the same brand that he had brought back to the scene of the original accident.

One in this position cannot be fussy so Mert swallowed his pride and climbed aboard and of all things – won the Expert main event!

He has since returned many times only to have one thing after another keep him from winning. This year a broken chain knocked him out of action in the Main Event.

Of course, right now Van Leeuwen is winning everything in sight when it comes to TT racing so perhaps the chain got Mert off the hook for another year.

The Northwest biggie is fast becoming a haven for California riders even if the lads from the Sun and Smog have to race in the Snow. Maybe they really are as good as their press clippings say they are.

The Boise Boys refuse to change the race date although they have fifty-one other Sundays in the year to choose from. They stated one time that they had paid to have a weather survey taken and found that the first Sunday in April was ALWAYS a good one. One might wonder what a really bad day at Boise consists of?

Maybe it is just the overwhelming desire to hold the first money race of the season. Whatever, the Ascot lads will again return in '69.

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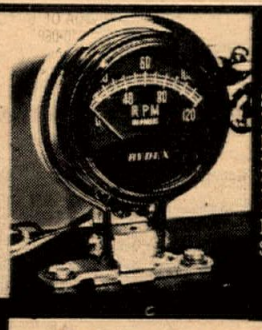

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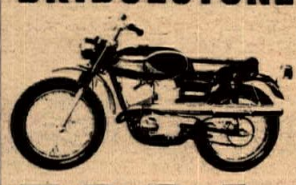

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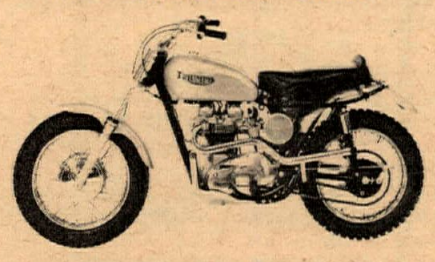

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TRADE: 62 Greeves 250cc, for BSA or Triumph street bike. Call (213) 357-2697.

TRINITY TRAILSTERS TOSS ROUGH ONE

By Tom Dilling

Hosts of the Bigfoot Enduro, the Trinity Trailsters M.C. of Willow Creek, Calif. held a rough scrambles March 24. A group of trophy seekers from the Eureka-Arcata area were on hand to see how many of the trophies they could take back down the mountain.

The course was laid out twisting around the parking lot of the club-owned T.T. track, then up a steep rocky section, along a narrow ridge, and back down to a jump that had some of the racers really airborne. The jump was near the gentleman's sanitary facility and for some reason seemed comforting as you sailed over the jump. After the jump was a long sweeper that had some of the racers showing off their flat-tracking style. Then back into the short turns of the parking lot.

Due to the large amount of entries in the 0-125 class three qualifying heats were run with the top four of each transferring to the Main. All classes were then run off in three heats of seven laps each.

The winner of the 0-125 class was Burnt Ranch resident Billy Huett. Bill turned in three fast races just ahead of another racer from Burnt Ranch, Don McMorrow. This was Don's first trophy and he turned in some fine racing for it. Final trophy spot went to Tom Dilling of Eureka on his Honda 90 powered Van Tech.

The 250 "A" class had some of the best racing of the day as Billy Law and Robin Foley spent 21 laps trying to get by one another. These two were partners in the Far West M.C. Endurance race a couple of weeks ago. But during this go-around they didn't even look like mild acquaintances. The final tally showed Robin with two firsts and Bill with one. Law used a Greeves and Foley his Honda.

The Open Class came up with another battle between two Expert rated riders, Lou Brero and Gordon Kuhnle. With Bero on his Husky and Kuhnle on a BSA they spent the afternoon putting on one whale of a racing show that ended up with their sharing first.

The event was run by the Trailsters with their usual smoothness. The T.T. track really looks great. Although their first event this season will be a day race, they have installed lights and will run at night. Due to the extreme heat they have decided to run events in the cool, cool, cool of the evening. It's going to work out great, too. Go to Willow Creek Saturday evening, do a little racing, stay all night, play a little golf on that great nine-holer and spend the rest of Sunday messing around and driving home. Even wives think it's a good idea!

The Far West group will be using the new 101 Speedway between Eureka and Arcata on the Freeway for their upcoming T.T. season.

DRAG RACING

By Bob Ebeling

Suzuki backs up its threat against all contenders at Lions Drag Strip. Regardless of size, shape or horsepower output, the 250cc and 500cc Suzuki two-strokes soundly trounced all entries in Sunday's quarter-mile programs at Lions in the race for top stock street bike and modified street bike.

Three Star Sports Cycle, a Suzuki dealer located on La Cienega Blvd. in Los Angeles, detailed its service manager, Dave Frisk, as tuner for the 500cc Suzuki of Ron Sommers.

This new T500, complete with a new purchaser's paper license plate, turned a best elapsed time of 13,28 seconds and buzzed through the miles per hour clocks at 98.03 miles per hour. Those times were a full half second and five miles per hour faster than the closest stock bike contender. An amazing factor in this Suzuki's performance is that the tuning principles Dave Frisk applies are in no way different from those used on any customer's machine.

Modified Victory

Charlie Cash entered his 250cc Suzuki in the D modified class in eager anticipation of meeting and racing the consistent class winner "Old Man" Murphy, but alas, as the hours available for entries drew to a close Murphy hadn't appeared and Cash had to settle for putting down Harleys and BSAs for the top modified street bike honors.

The victorious 250cc X-6 clocked 12.69 seconds and 98.68 miles per hour. Best in the elapsed time department, which is the part that really counts, but laying well back from the best in miles per hour.

Dick Strickland's 650cc BSA received no awards other than self satisfaction for turning the best speed of all modified street bikes at 103.80 miles per hour.

Gas Division

Four contenders filled in entry cards to compete in the A gas class and when the call was delivered for racers to stage in elimination runoffs only two were still in healthy running shape. Alverez' Harley-Davidson Sportster was the one to become a proud winner at the quarter's end that showed a speed of 110.93 miles per hour, and elapsed time of 12.45.

Only two class trophies were awarded and with Alvarez holding one, a gentleman by the name of Watters and his 305cc Honda ran a quick quarter mile in 13.42 seconds at 95.74 miles per hour to secure the other half of gas division awards.

Only one fuel bike appeared to highlight the drag program on Sunday. Boris Murray's twin-engine Triumph met with a variety of problems, number one of which was the most critical, a transmission. The hustling twin engine fueler turned 10.80 seconds and 139 miles per hour.

Irwindale

Leo Payne paid his last respects to Southern California and his defeated opponents in Saturday's Top Fuel Program at Irwindale Raceway.

Six Nitro burners into combat in an effort to defeat Payne's Harley-Davidson Sportster without the slighest sense of guilt about sending home a defeated visitor. Not that it made much difference. No one had a chance for the pangs of guilt to set in.

Early in qualifying attempts only two machines, Payne's Harley and Murray's twin-engine Triumph had broken into the nine-second territory. Others such as Joe Smith, Ebeling, McEvoy-Martinez and the Lamb-Tafoya Harley-Davidson were ranging from 13.34 seconds to no elapsed time whatsoever.

Red lights, breakage or just plain being defeated eliminated all contenders including Murray's nine-second threat to Payne. In the final round, Joe Smith's Harley "Knuckle Head" (repaired from last week's total destruction) remained to try and take a coup from Payne's camp.

Smith's previous run had clocked in the low tens and he knew the only chance was to produce a hole shot worth about a half-second of elapsed time. Smith tried too hard and left just prior to the legal green light and thus drew a red. That move proved to be a big parcel of luck for Leo as his front cylinder disintegrated at the eight mile position and he coasted through the winners lights with only momentum for power.

Leo has raced here on the west coast for three weeks and won awards totaling approximately four hundred dollars. On this, his last night in local racing a priceless engine was totaled. The only thing that can keep a man going on an unbalanced acount such as that, is a sheer love for the sport.

We all appreciate and enjoy Leo's visits to this 365-day motorcycle drag racing state and hope financial losses will somehow balance up and always keep him in the important spotlight of drag racing he now occupies.

Fresno

Dragstrip owner-manager Blackie Gejeian's expectations of a large turnout in his first drag meet of the summer season were dashed to pieces when some seven or eight entries were concluded. Mr. Gejeian anticipated that $35.00 for Hot bike eliminator and $25.00 Stock bike elimator would draw from the Los Angeles area some 240 miles away and the Bay territory, an even greater distance north. Strange what value some promoters place on providing a great show for the paying spectators.

Despite the small awards, Bruce Miller and Jerry Nance traveled to Fresno Racway to enjoy a change of pace and scenery and won both halves of the eliminator purses.

Miller would not disclose the performance figures of his Harley Sportster, but Nance was justly proud of his elapsed time and speed that won Hot bike eliminator at Fresno. Jerry's single engine, gas powered Triumph turned 11.99 seconds and a great 117.13 miles per hour.

Next Week

Irwindale Raceway will be the only Southern California plant running a motorcycle program. Sunday is the Easter Holiday that Lions Drag strip observes with a strong chain and lock on the front gate. So if you want to race, better make the scene at Irwindale Saturday afternoon. Gates open at 1:00 p.m.

(Results on page 16)

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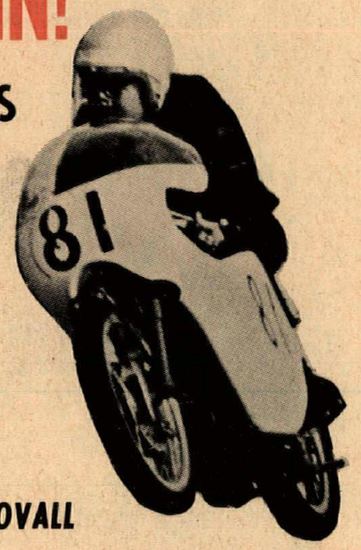
4th ROBERT LEE – YAMAHA 250
5th JIM FOSTER – YAMAHA 250
6th BENTLY HARDWICKE – YAMAHA 250
7th Glen Douglass – H-D 55"

YAMAHA TAKES 1st 3rd 4th 5th 6th



NORMAN STOVALL

Norman Stovall took first place in the combined 250-Open class at the San Angelo road races defeating machines of well over twice the size and scoring another impressive victory for Yamaha!

DAYTONA

YAMAHA TAKES 7 of first 10 PLACES in 250cc Amateur-Expert 100 mile race. This is the FOURTH STRAIGHT YEAR YAMAHA has dominated this event. YAMAHA ALSO TOOK 2nd and 3rd IN THE OPEN EXPERT 200 MILE CHAMPIONSHIP *defeating machines of 500 and 750cc with the incredibly fast 350cc)*

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CYCLE NEWS

MFP 25¢

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

Rapid Dave Burchard pilots his super-fast Suzuki to top honors in the 500cc Production class at Vaca Valley Raceway on Sunday, March 31st. —Photo by Len Fallscheer